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# model car *Science*

Volume 2, Number 12

December, 1964

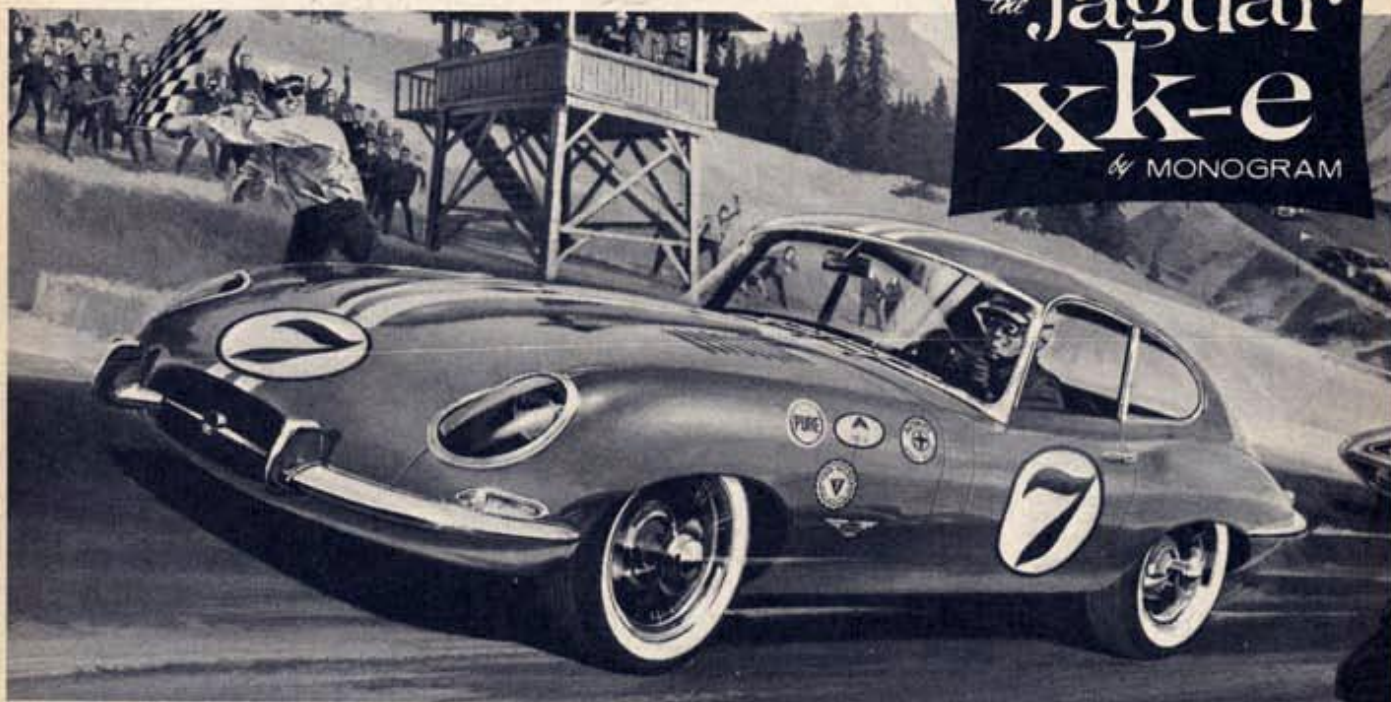
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Handy hints for everyone.	

**COVER** — This month's cover provides a small sampling of the hundreds of gift ideas you'll find starting on page 18. There's something to please every modeler and the slot racers as well. Items selected for this directory, from the 50¢ Pyro kits to an \$85.00 slot racing dragster prototype, represent outstanding values for the serious hobbist. The picture was taken by Chan Bush.



# Car Modeling at Its Wonderful Best

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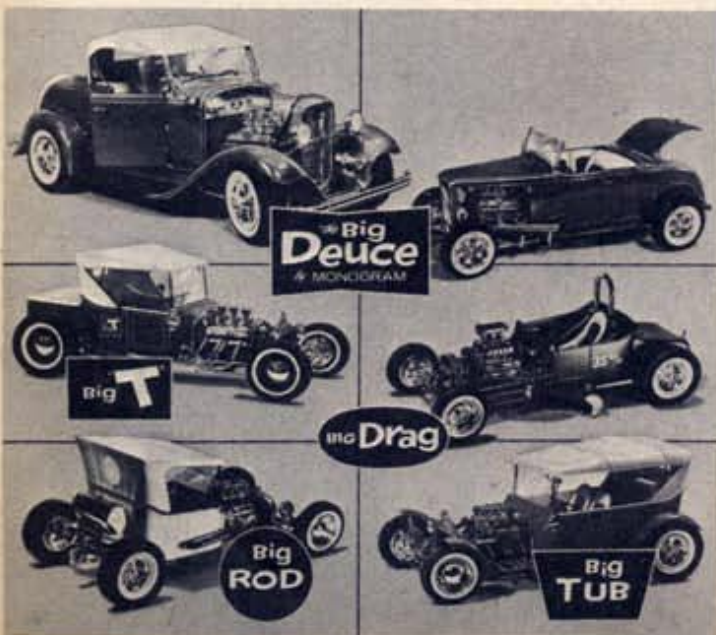
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# K&B

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# FORD GT

# GO!

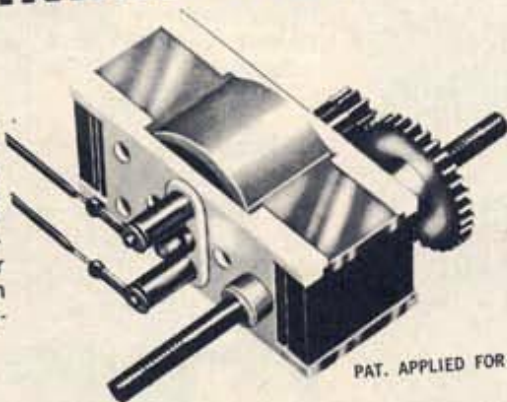


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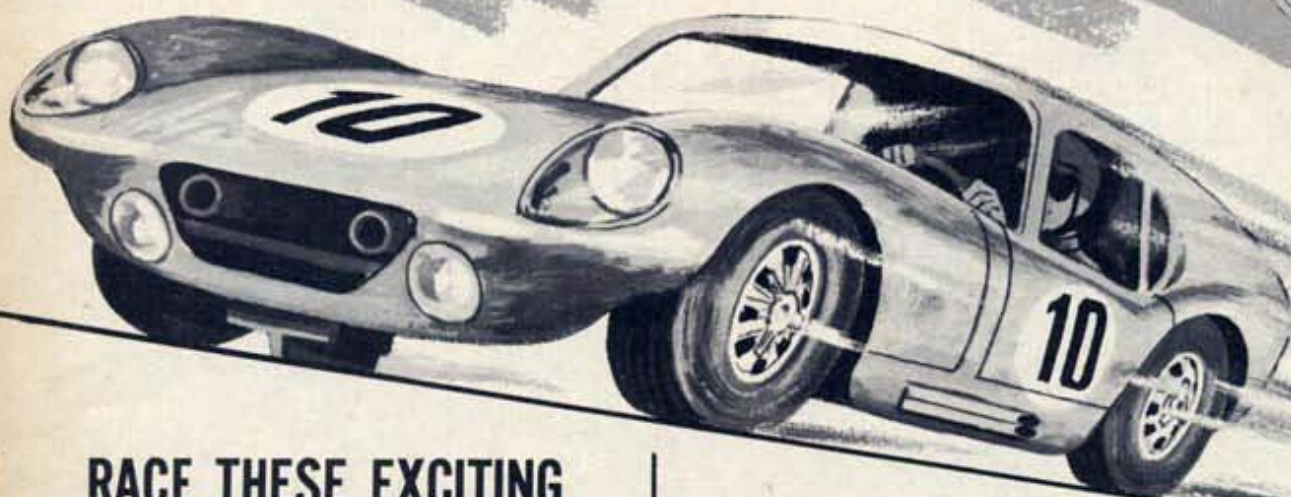
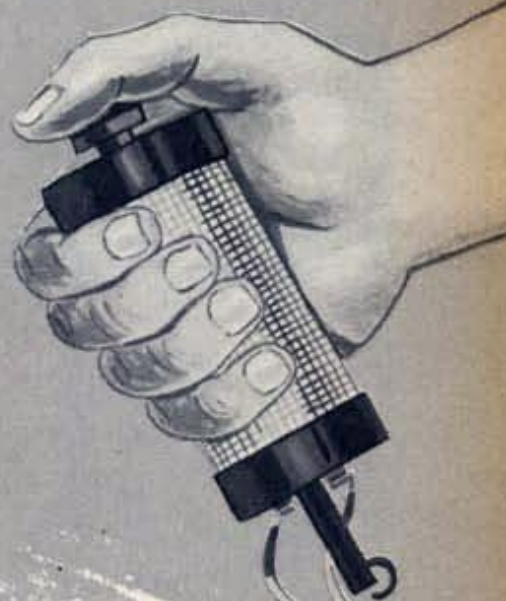


# K&B

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# MODEL MAIL

## MCS CONTEST RULES

Can you tell me how to enter the MCS model car contest, what are the rules and requirements?

Bill Hevins

Elmsford, New York

In the September issue of MCS there is a picture of a '49 Mercury whose builder had won a \$25 bond. How can I enter this contest? Please send me the information.

Bob Bucy

Aurora, Colorado

How big should the pictures be for the MCS photo contest?

Stephen White

Poughkeepsie, New York

The rules are very simple and basic. Your entry is judged entirely upon the photos and description you send in. To do your model full justice, make sure the pictures you send in show it to its best advantage. They should be sharp and clear and of any size, 4" x 5" or larger, but remember they cannot be returned. They must be black-and-white, no color shots please, either transparencies or prints. A complete description of the car will be of as much value

to the judges as the photos. This should describe parts and materials used, outstanding features and points of interest. Remember, they cannot see your model and will have to judge it entirely upon the presentation you make. In this contest, the picture can be as important as the time spent in building the model, so make it good!

## CUSTOMIZING NOMENCLATURE

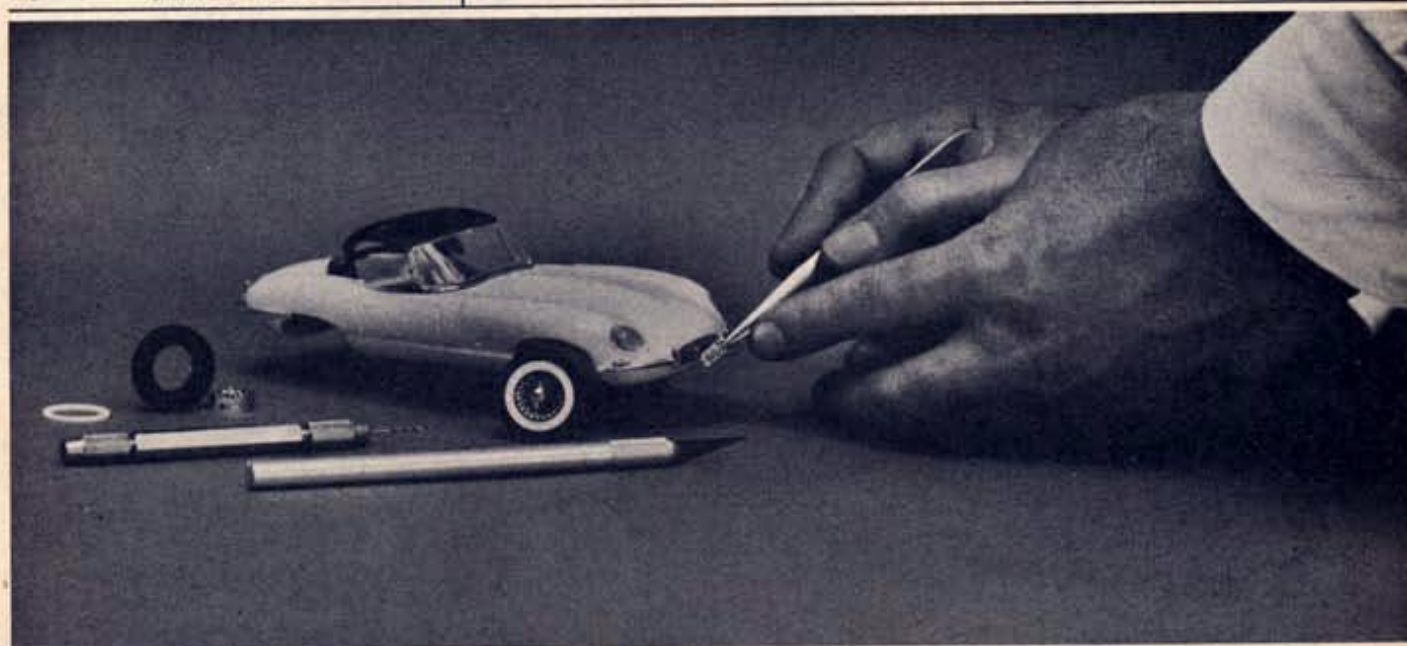
Your modeling motorcade article in the August issue made mention of the terms chopping, sectioning and channeling. I would like you to explain the meaning of these terms.

Jerry Hill

New Bern, North Carolina

These terms apply to the major operations that may take place in the customizing of any car.

Chopping pertains to the removal of material in the window area. Lowering the top in relation to the body, thus reducing the overall height of the car. It is usually performed by cutting an equal amount of material out of the door posts and frames, through the windshield frames, and around the back



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of the top, generally in approximately the center of the window area. The top is then dropped down on the stub posts that remain, and adjustments made as required to align units and then welded in place.

Sectioning is somewhat the same procedure but applied to the main part of the body, or in others words, the removal of a section of material in a horizontal plane somewhere near the center of the body at a point below the belt line. The area in which material will be removed may vary up and down depending upon the contours and styling of the subject matter. If cuts are made in areas that are vertical or close to it, there will be less offset when the top section of the body is lowered to its new position on the lower section. This will eliminate a lot of excessive body work that otherwise would be required to fill and blend material to obtain a smooth line in the reworked areas.

Channeling pertains to a change in relationship between the frame and body in a vertical plane. The frame normally will remain in a stock or slightly lowered position in relation to the ground. Most car bodies sit on top of the frame and are attached to it by numerous fittings and brackets that are part of the floor pan, firewall, trunk floor, and numerous auxiliary fittings. To channel a body the entire floor pan, including the trunk floor must be cut free of the body at the outside edge of the frame rails. A section must also be removed through the firewall and any other vertical webs that will hold up the body. The vertical cuts should all be parallel and of a width equal to the amount of drop desired. When all cutting is complete, the body will be free to drop over and around the frame. The amount it will be lowered will depend upon the amount of material removed in the vertical sections. The general accepted procedure is to drop the body an amount equal to the width of the frame. This allows new brackets to be fabricated for attaching the body to the lower flange of the frame, rather than the original top flange. After all parts and fittings have been rewelded, you have a channeled body. There are many side effects to this operation and they will vary with each body style. Some will require that fenders remain at stick height, or that wheel openings will have to be opened up after lowering to allow front wheels to turn are indications of what may be expected.

Continued on next page



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**SEE PAGE 16**

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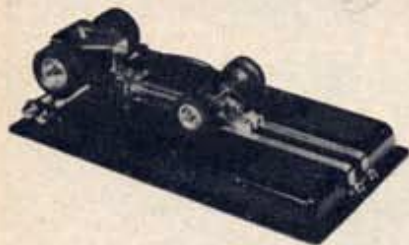
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I would like to know if Revell, AMT or Monogram put out wheels and tires in 1/8 scale.

Stephen White  
Poughkeepsie, New York

Man, haven't you seen the Big Duce, the Big T, the Big Drag or the Jaguar XKE? All by the Big M, Monogram, all of these are in 1/8 scale and among them there is a fair variety of wheels and tires to choose from. The only others in 1/8 scale are on the Revell Big Bike. If none of these fill the bill, you're out of luck.

### SCRATCH BUILT COUGAR

I am building a Cougar II. It has a 260 cu. inch high performance Ford V-8 engine. What car kit has such an engine?

Randall Sumi  
Los Angeles, California

This is the basic Fairlane engine and is appearing in many high performance cars including the Cobra, which has more cubic inches, but the same exterior dimensions. Why not use the one from the AMT Cobra as it has all the hot performance items on it, or the AMT Lotus Ford? Remember that on this one you'll have to cut off the bell housing and transaxle.

### TRACK TAPE

I am building a track for 1/32nd scale and want to know which is better: aluminum tape or braided wire, and why?

Stanley Henry  
Yonkers, New York

Tape is cheap and much easier to apply than the braided wire, but that is all. Tape will have a tendency to wrinkle on turns and, being very thin, is more subject to nicks and tears, it will also oxidize faster and require more cleaning. The braided wire is more work but once installed will lie flat on any radius. It will also take almost any kind of punishment and give no trouble. For a track that is to see anything but very light service the braid is the only way to go.

### A PROBLEM IN POWER

It seems to me that the Revell SP 500 Tiger X-100, Russkit 22 and the K & B Bobcat are all the same motor with different color cases. If they are not the same, which is the better motor? They all cost the same except the Bobcat.

Gordon Medenica  
Huntsville, Alabama

A good question and one that I am sure many others have thought about. But in all fairness, I cannot answer to your satisfaction as I have only used two of them personally. Even though they all do look alike, there are many internal ways that they may differ. Just a slight change of a few thousandths in wire diameter or number of turns on each section of the armature will make a very marked difference in performance. These changes are hard to spot without destroying a motor in an effort to find out. Most manufacturers are now enclosing a performance chart showing what can be expected of each of their offerings. If you can get a look at all four of these, you may be able to answer your question to your own satisfaction. You might also talk to the fellows at the track and see what they are running and how it compares with some of the others.

### MAGNETIZING

After using my RP77 motor for a while I was inclined to take it apart. Now I hear that it should be remagnetized. I am wondering how it is accomplished?

Mark Schulkamp  
Daly City, California

It's very simple if you have the machine to do it with, but they are somewhat expensive. If there is a commercial track in your area, they should have the equipment to do it for you. If there's no shop near you, check the advertisements, there are some mail order houses that will do the job for you.



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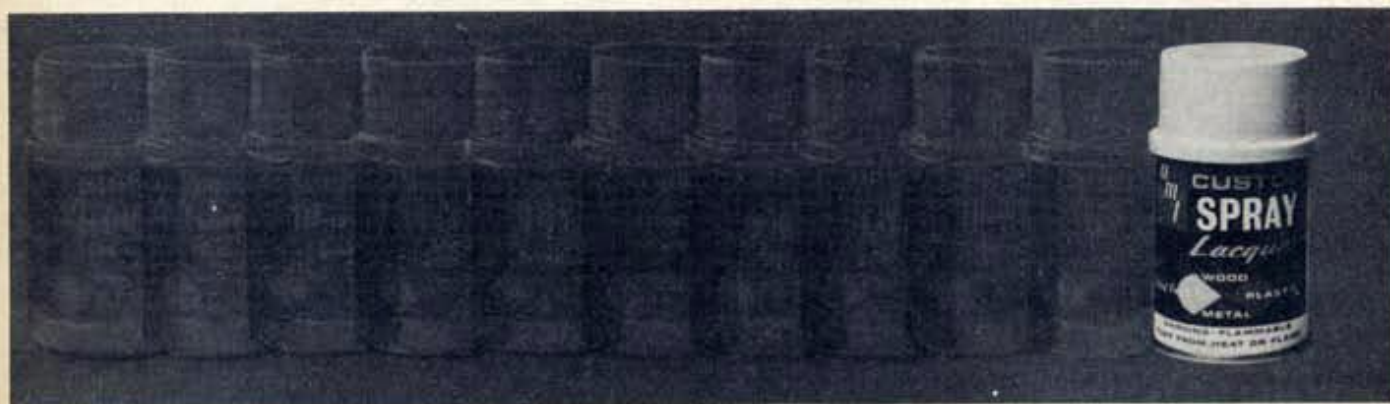
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*Continued on page 14*

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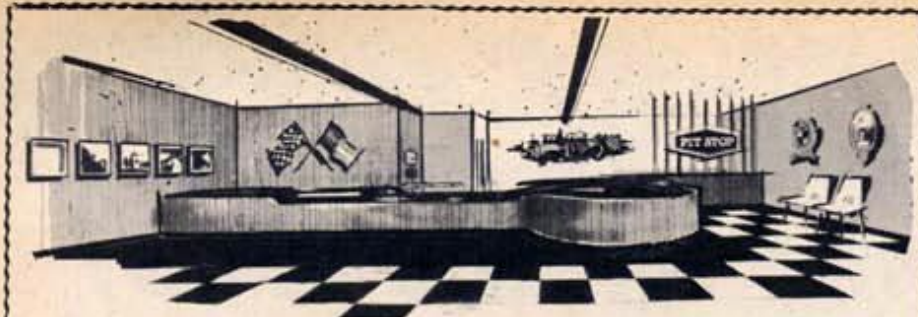
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 <p><b>1/32 SCALE FERRARI TESTA ROSA.</b> Introduced by Ferrari in late 1957, this machine took first place honors in the 24 hour Le Mans and Sebring classics. Built-Up \$5.95 Custom Kit \$3.95</p>  <p><b>1/32 SCALE MASERATI F.I.</b> The 250F Maserati was first introduced during the 1954 season where it earned an honored place in the history of Grand Prix racing. Built-Up \$5.95 Custom Kit \$3.95</p>  <p><b>1/32 SCALE MIDGET 6/1 RACER.</b> Builds Leader Card 110 Offy, Tread Master Special, Robert J. Shadday Construction Co., Willard Battery Special, Konstant Hot Special and Lloyd Rahn Special. Built-Up \$5.95 Custom Kit \$3.95</p>	 <p><b>No. 7030 UTILITY KNIFE.</b> All metal, heavy duty knife with surgical steel blade that locks in place and stores in handle. 98c</p> <p><b>No. 7050 FILE SET.</b> 5 hardened steel files: 2-sided flat, square, half-round, triangular and rat tail. In poly carrying case. \$1.49</p>  <p><b>No. 7020 RAZOR SAW.</b> For hairline cuts in plastic, wood and soft metals. Top quality steel blade and sculptured handle. Unlimited depth in straight cut. 69c</p>  <p><b>No. 7005 OILER.</b> Syringe-type for precision lubricating. Flexible acetate receptacle. Handy pocket clip on cap. 59c</p>  <p><b>No. 7040 NEEDLE NOSE PLIERS.</b> Made of top quality, nickel-plated steel. \$1.95</p>	<p><b>MODEL ROAD &amp; RACEWAYS by STROMBECKER</b> PROFESSIONAL CHAMPIONSHIP SERIES</p> <p><b>WHEELS &amp; INSERTS</b></p> <p><b>No. 8302 1/24 Deluxe Chrome, 5/40 Thread.</b> 98c</p> <p><b>No. 8306 1/24 Wide Chrome Mag w/Sticks, 5/40 Thread.</b> \$1.49</p> <p><b>No. 8311 1/24 Dragster Front Chrome Wheels, w/Bearings, Tires &amp; Axle.</b> \$2.19</p> <p><b>No. 8312 1/24 Deluxe Chrome w/Bearings &amp; Axle.</b> \$2.19</p> <p><b>No. 8321 1/32 Deluxe Chrome w/Sticks, 5/40 Thread.</b> 98c</p> <p><b>TIRES</b></p> <p><b>No. 8340 1/24 Scale Cheater Slicks.</b> 49c</p> <p><b>No. 8350 1/32 Scale Cheater Slicks.</b> 49c</p> <p><b>No. 8352 1/32 Scale Wide Diamond Pattern.</b> 79c</p> <p><b>No. 8358 1/32 Scale Tire Kit.</b> 98c</p> <p><b>No. 8370 PLI-SLOT.</b> 25-ft. of pliable slot track for building every kind of layout. Compatible for all slot racing cars. \$11.95</p>	<p><b>WHEEL RETAINERS</b></p> <p><b>No. 8401 1/24 Scale Knock-Offs (8) 2 &amp; 3 Prong, 5/40 Thread.</b> 98c</p> <p><b>No. 8402 1/32 Scale Knock-Offs (8) 2 &amp; 3 Prong, 5/40 Thread.</b> 98c</p> <p><b>No. 8403 1/32 Scale Knock-Offs (8) 2 &amp; 3 Prong, Press.</b> 79c</p> <p><b>No. 8404 1/32 Scale Deluxe Knock-Offs (4) 2 Prong, 5/40 Thread.</b> 98c</p> <p><b>No. 8405 1/32 Scale Deluxe Knock-Offs (4) 3 Prong, 5/40 Thread.</b> 98c</p> <p><b>STROMBECKER</b></p>  <p><b>STROMBECKER CORPORATION</b> 4646 West Lake Street, Chicago, Illinois 60644</p> <p>In Canada: DMA Industries, Inc., 10419 Ethier St., Montreal North, Canada In Europe: Dowst (France) 45 Rue de Lisbonne, Paris 8, France</p>
<p><b>RACING CAR SHELLS</b></p>  <p>For scratch building. Includes 1/32 scale car body, windows or windshield, cockpit detail, driver's head, tail pipes, headlights, decals and instructions.</p> <p><b>No. 8120 XKE Jaguar Shell.</b> \$1.29</p> <p><b>No. 8125 Ferrari Berlinetta Shell.</b> \$1.29</p> <p><b>No. 8130 Ferrari Testa Rosa Shell.</b> \$1.29</p> <p><b>No. 8135 BRM Shell.</b> \$1.29</p> <p><b>No. 8150 D-Jaguar Shell.</b> \$1.29</p> <p><b>No. 8170 Maserati Shell.</b> \$1.29</p> <p><b>OFFICIAL RACING COLORS</b></p>  <p>The most popular racing colors in spray-on 3 ounce Aerosol cans.</p> <p><b>No. 8901 British Racing Green.</b> 69c</p> <p><b>No. 8902 German Racing Silver.</b> 69c</p> <p><b>No. 8903 Italian Racing Red.</b> 69c</p> <p><b>No. 8904 American Racing Blue.</b> 69c</p> <p><b>No. 8905 International Racing Black.</b> 69c</p> <p><b>No. 8906 Indianapolis Racing White.</b> 69c</p> <p><b>No. 8907 Base Primer.</b> 69c</p>	<p><b>No. 7010 SCREWDRIVER SET.</b> 3 screwdrivers made of durable, plated steel with swivel heads. In poly carrying case. 69c</p>  <p><b>No. 7035 CRISS CROSS TWEEZERS.</b> Nickel-plated steel with positive criss-cross clamp action. 59c</p>  <p><b>No. 7045 DIAGONAL CUTTERS.</b> For cutting wire, plastic, all hobby materials. Durable nickel-plated steel. \$1.95</p> <p><b>No. 7095 HOBBY KNIFE.</b> Same as our more expensive hobby knife, except with plastic handle. Straight Blade included. 29c</p>  <p><b>No. 7300 TOOL KIT.</b> Everything you need for every kind of hobby work: Screwdriver Set, Keyhole Saw, Razor Saw, Criss Cross Tweezers, Needle Nose Pliers and No. 7025 Hobby Knife. \$4.95</p>	<p><b>GEARS</b></p> <p><b>No. 8415 Crown gear, 36T, 1/4" Shaft.</b> 59c</p> <p><b>No. 8416 Crown gear, 36T, .093 Shaft.</b> 59c</p> <p><b>No. 8417 9T Pinion gears (4).</b> 69c</p> <p><b>No. 8418 10T Pinion gears (4).</b> 69c</p> <p><b>No. 8419 12T Pinion gears (4).</b> 69c</p> <p><b>No. 8420 14T Pinion gears (4).</b> 69c</p> <p><b>No. 8421 Pinion gear Set 9T, 10T, 12T, 14T.</b> 69c</p> <p><b>BEARINGS</b></p> <p><b>No. 8390 Oilite Flanged Bearings (4), 1/4".</b> 49c</p> <p><b>No. 8391 Oilite Flanged Bearings (4), .093.</b> 49c</p> <p><b>No. 8392 Ball Bearings.</b> \$1.49</p> <p><b>No. 8393 Ball Bearing Adapters.</b> 59c</p> <p><b>FRAME &amp; CHASSIS PARTS</b></p> <p><b>No. 8360 1/24 Scale Competition Rear End Kit.</b> \$1.69</p> <p><b>No. 8361 1/32 Scale Competition Rear End Kit.</b> \$1.69</p> <p><b>No. 8362 Strombecker Conversion Kit.</b> \$1.49</p> <p><b>No. 8373 Chassis.</b> \$1.98</p>	<p><b>Strombecker Model Road Racing Club</b></p> <p>4646 West Lake Street, Chicago, Illinois 60644</p> <p>Please enroll me as a member of the Strombecker Model Road Racing Club. I have enclosed 50¢ for my official membership card, subscription to Table Top Topics, set of car numbering decals and 4 Strombecker racing tires. AG-3</p> <p>NAME _____</p> <p>ADDRESS _____</p> <p>CITY _____ ZONE _____</p> <p>STATE _____</p>





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Miniature Grand Prix of Orange  
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Miniature Grand Prix of Reseda  
17622 Sherman Way  
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NEW TO SCALE  
Continued from page 12



Here from MPC is the hot rodder's buddy Stroker McGurk in a ready-to-build character kit. Featured in the kit is a supercharged Chrysler Hemi-engine on a surfboard. The figure is seven inches tall and will wiggle at the waist when mounted on the car dash or window.

Hot Curl, the surfers idol, is another one of MPC's character creations. He stands eight inches tall and can be mounted on his surfboard which fastens to a wave, or the surfboard can be mounted to him. Included in the \$1.00 sale price is a Hot Curl key tag and decal.

A new chassis designed specifically for the Tyco 901, 902 and Pittman 196 motors, and one for the Tradeship MK-70 is now being produced at Dynamic Models, Inc.

Other developments at Dynamic include a new series of reverse rim custom wheels and twin independent rotating front ends that allow front wheels to rotate independently and thus prevent "drag" when negotiating a turn on a track. If these items have not reached

Continued on page 17



Allows installation of a Continuous Guide and Conductor-Rail with the minimum of joints. Pre-Lubricated extruded plastic minimizes friction, bumps and gaps, and will hold the slot tolerance in any track design.

Simplicity itself to install! TRU-FLEX Auto Track is designed to take companion Nickel-Silver 'T' Head Conductor Rail with the Self-Locking feature . . . just 'Snap-In' for fast permanent trouble-free Operation.

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## PORSCHE 904

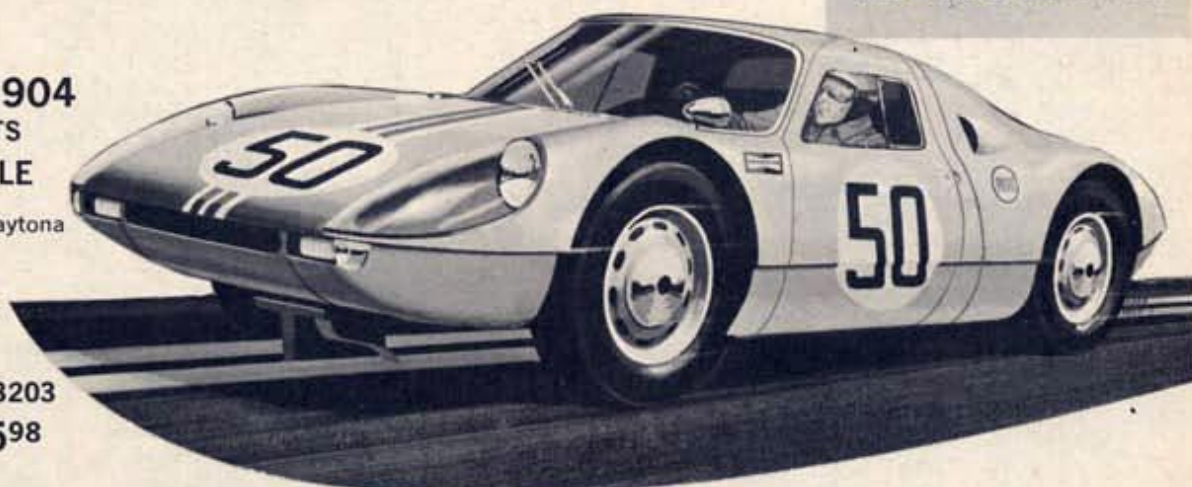
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Check these great features once more. High-impact one piece upper body—Tiger X-100 hi-speed racing motor—clear windscreen, windows and headlights—Tiger Traction racing tires—light weight sturdy brass frame—light weight precision aluminum wheels with plated insert hubs—precision steel gears—steel axles with machined threads—Nylon pickup with braided wire brushes—Talbot rac-

ing mirror—racing driver and extra skull head—bronze bearings and authentic racing decals. Assembly is easy—no painting or finishing required.

See the new Cooper-Ford, Porsche and other fine Monogram racer models—designed for realistic racing fun—engineered for racing speed. At your favorite store.

Monogram Models, Inc.,  
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the NAME FOR *Quality*  
HOBBY KITS









your favorite dealer yet, you can get more information from Dynamic Models, Inc., 13755 Satcoy St., Dept. MCS, Van Nuys, California.



A new customizing paint kit has just been introduced by Pactra Chemical Co., Los Angeles. Containing all of the international racing colors (Lotus Blue, Ferarri Red, Jaguar Black, Daytona Orange, Mustang Yellow, British Green, Mercedes Silver, U. S. White) the set includes a bottle of thinner and a brush. Full color illustration on back of package has complete instructions for use. Name of the kit is Body Shop.



In addition to its complete slot racing car kits, Monogram Models, Inc., recently introduced their Tiger line of 29 different slot racing components and accessories. Shown here is a Tiger X-100 motor, selling for \$2.49, and a chassis package, complete with adjustable brass frame, Tiger Traction tires of special formula rubber, true-tuned aluminum wheels, precision metal axles, pickup wire, and all parts needed to assemble. Chassis, without motor, sells for \$3.98 in the 1/32 size.

## RAYLINE DESIGN SERVICE

For those of you with limited time, or hesitant to start your own custom layout, we offer this unique design service. We will design any track to your specifications for a flat \$10 fee. For this flat charge, you also receive a free copy of "The Art of Track Building" by Raymond E. Hoy. (Usual \$2.00 value). Simply send the dimensions of your available space, (garage, etc.) and a general description of the track you want, (figure "8", flat or hilly, 2 lane, etc.) and the approximate size, (8' x 4' etc.) and we will supply you with detailed drawings that will enable you to build the track easily and quickly. Track building supplies available from RAYLINE, including KAL-KAR track sections and CALMONT "STIK-TRAK" conductor.

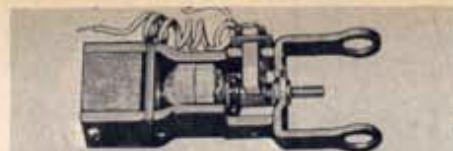
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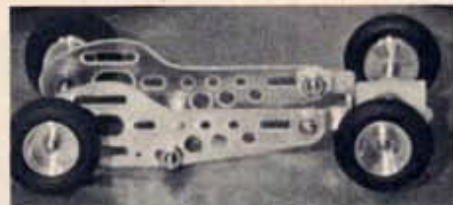
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"Slot Racing Equipment for the Professional"



Raymond E. Hoy,  
Originator of Rayline



The Model Road & Raceways Division of the Strombecker Corp., has introduced a new motor called the "Scuttler." The 12 volt unit is claimed by the manufacturer to deliver more torque and power than any other motor now on the market. The \$2.98 unit also features a bearing arm designed to retain ball bearing adapters on extra oilite bearings. The Scuttler may be seen at your nearest hobby center in its reusable polystyrene box.



If you're looking for a chassis that fits almost every motor made, you'll get about as close as you can with Unique's Lite-ning and Contender. With fully adjustable wheelbase and width, these chassis are designed to fit the Tyco, DC 70, RP 70, Wilson, Kemtron, Tradeship MK 70, Varney, DC 60, RP 66, DC 65, DC 85, Red Mabuchi, Russkit, and many more. The Lite-ning is for both 1/32nd and 1/24th scale while the Contender is for 1/24th only. Completely assembled, except for gears and motor, chassis sell for \$5.95 each. See your nearest dealer or send to: Unique Engineering, Dept. MCS, 139 Nevada St., El Segundo, Calif.

Accurately scaled clear plastic Keen-craft shells of the Scarab, Lotus 30, Cobra, Ford GT Pronto and Sting Ray GS are now available from your local hobby dealer for \$1.00 to \$1.25. For more information, contact: Keen-craft, 5300 East 24th St., Dept. MCS, Kansas City, Missouri.

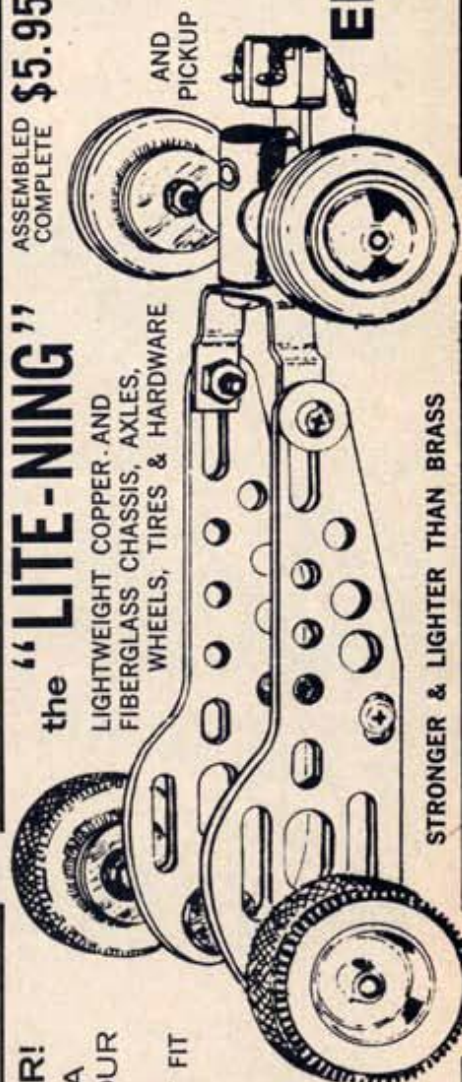
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KMI, RAM AND TRADESHIP  
MK 70**

**\*WE WOULD RATHER  
SWITCH (MOTORS) THAN FIGHT!**

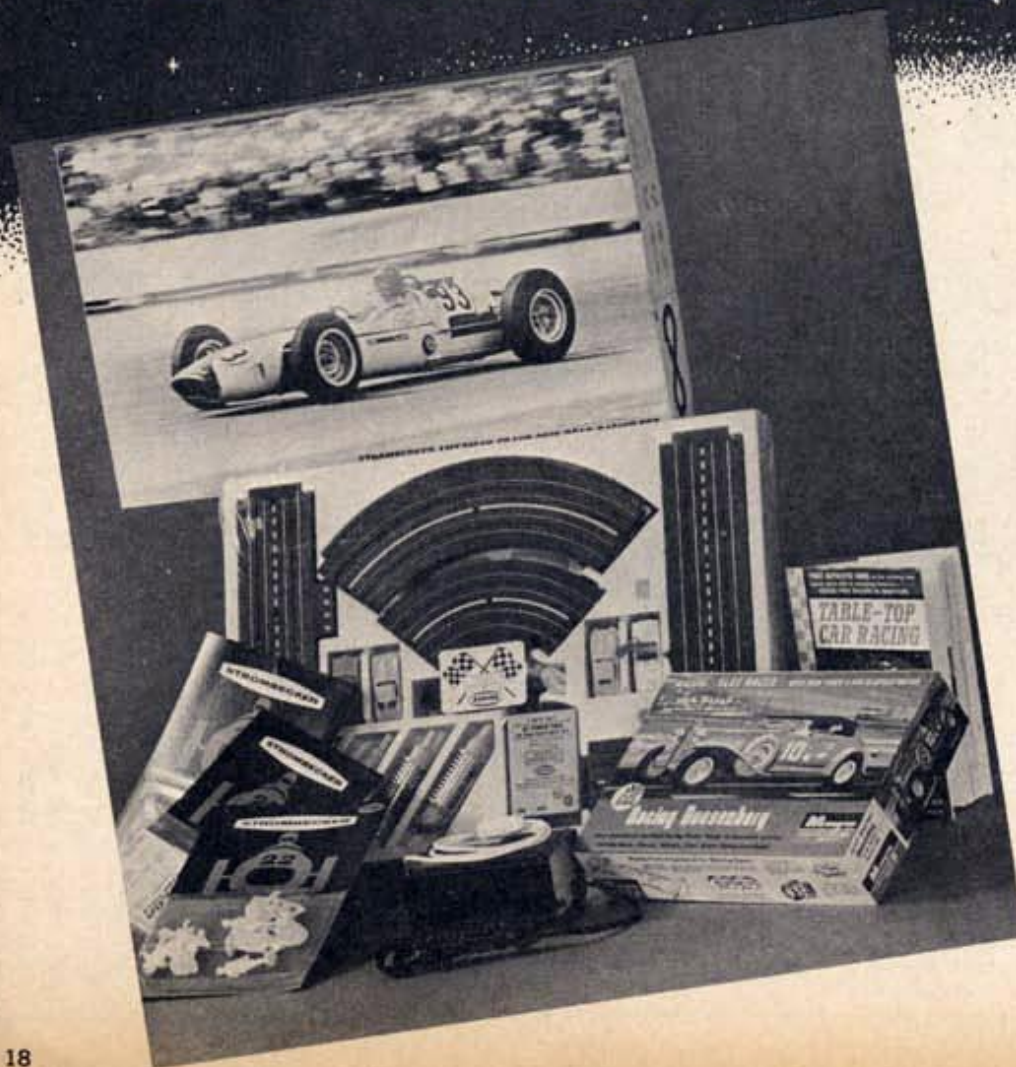


Here's a dazzling array  
of valuable gift ideas.

These items were  
selected by the editors  
of MCS as outstanding  
values selling for less  
than \$50.00.



# Christmas BUYER'S GUIDE



Fun for the entire family is waiting in the slot racing sets now available for under \$50.00. The \$29.95 Strombecker American Grand Prix Road Racing Set comes with 2 Lotus Ford official 1/24 scale cars, rheostat control throttles with brakes, 8 curved tracks, 5 straight tracks, one chicane obstacle track, overpass supports, power pack and guide book. If space is a problem, Aurora's Thunder Jet 500 Model Motoring sets offer king size action on a pauper's budget. There's about everything your heart could desire in the \$29.95 to \$39.95 price range. Strombecker has a number of \$1.00 stocking-stuffers designed to dress up any track with authentic scenery. Classic car fans will love pouring the juice to Monogram's racing Duesenberg. This \$6.98 kit takes only a few minutes to assemble before a race. A factual guide to slot racing, with all the basics, is available in the \$4.95 book "Table-Top Car Racing".





Hundreds of different shelf models will be delivered by Santa this year. These will range from the wide selection of 50¢ Pyro kits to the \$14.98 Big Deuce from Monogram. The handiest tool ever made, and a must for the more serious modeler, is the Dremel Moto-Tool, well worth the \$25.50 price tag. The Built-up models in the foreground show two versions of the Revell '55 Chevy.

Displays courtesy of California Hobby Distributors





Something for everyone! A Revell Drag-Nut monster promises \$1.00 worth of fun in the decorating alone. A one-year subscription to Popular Hot Rodding and handsome binder is available from Argus Publishers, 171 Barrington Pl., Los Angeles 49, Calif. for \$8.00. Eldon's Daytona Beach stock car racing set has everything but burning rubber. The new Cal Hobby Craft Tray is one of the greatest ideas yet. This \$19.95 work table comes complete with a powerful

magnifying glass, electric light and vise. X-acto's pit kit has all the 'necessities' for most slotters. For \$1.98 you can pick up a spare BuzCo motor and it's well worth a try. The Mila Miglia slot car racing and drag wheels are perfectly balanced and designed for both performance and beauty. Russkit tires, wheels, gears and decals make great bonus gifts as does the new International gear puller. If you're a 1/24th scale fan, check out the Strombecker \$6.95 built-ups.



From monster wagons to dream cars of tomorrow, there's a car kit to please everyone from the buff on a budget to the man who's only handy with a check-book. If you're a novice, the book "Model Car Collecting" is a must and is available from the Delta Book Club, 131 Barrington Pl., Los Angeles 49, Calif.; price is \$3.95. Advanced modelers will flip over the new tool sets being offered by both X-acto and Strombecker. Don't overlook the customizing extras made by AMT and Revell.

Tyco's \$34.98 Grand Prix racing set is surrounded by items guaranteed to put a glow in anyone's eyes. Revell's new Ferrari and Cobra are packaged ready-to-assemble for \$6.00. The Strombecker Porsche RS 61 is ready-to-race for \$5.95. Russkit's new controller sells for \$6.00 and their racing shells are in the \$1.98 price range. For a new kind of racing thrill, check out Lindberg's motorized racer. If you're shopping for a unique gift idea, don't overlook the Dynamic Dyna-Mo test block, it's a great asset to any serious slot racer. Other items worth thinking about are Lionel cars, Veco controllers and wheels, and Pactra paint kits.

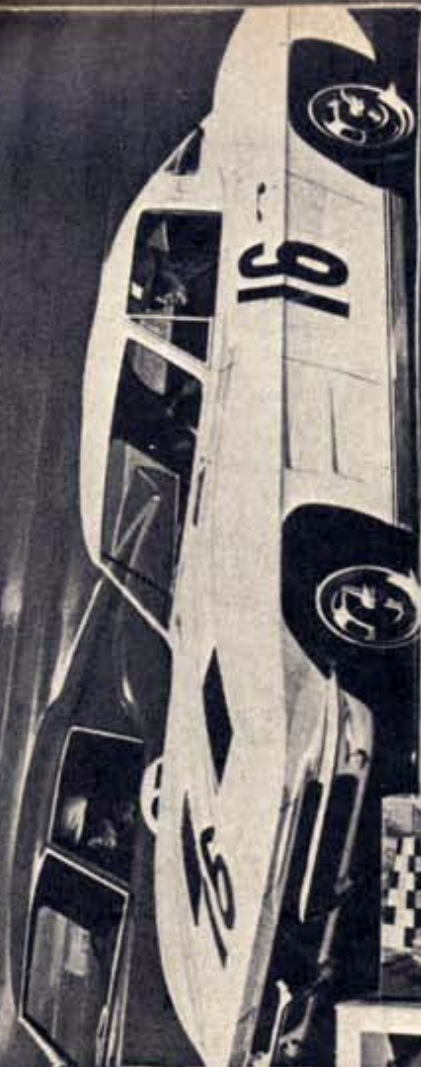




# GRAN TURISMO RACING SET

**Revell Raceway**  
**ST IN QUALITY...IN DURABILITY...IN PERFORMANCE!**

track · controllers · modular bridge piers · skidout aprons with fence · prewired terminals · powerpack



The \$40.00 Revell G.T. Racing Set is a real bargain as it contains everything needed for a great layout. For just \$1.49 Aurora's Pit Kit will add real authenticity to your courses' infield and trackside. Revell's slot cars are a Christmas special for a low \$6.00. And don't overlook Monogram's for \$6.98. If you're already an HO enthusiast, you can increase your racing stable for merely \$2.98 per complete car. Want to race at night? AMT has working lights for a single dollar bill for their (and other) cars. Russkit's racing body shells are a Santa surprise at \$1.98, just as Unique's Lite-Ning chassis is at \$6.95. A brand new Tyco motor is available everywhere at \$3.98. Eldon has all you'll need to go racing in your living room in their Power 8 Road Race Set. K & B's clear plastic bodies are only 98¢ each, Veco's tires and wheels 85¢ and the International Sidewinder chassis for the Tyco motor is a bargain at \$2.95.





A fine collection of goodies for any Christmas tree, including the crazy Pyro Volks Beach Buggy for 98¢. The IMC 1/25 scale Mustang is only \$1.50. AMT's Willard Battery Indy Special will make a great addition to your garage area. Testor's Pla paints, in plenty of wild colors, are yours for 98¢ a can. That nutty little Hot Curl surfer is at the hobby shops now and priced at a buck. Lindberg's '10 Ford Tin Lizzie is a good buy at \$2.49, just as the Pyro Design-A-Car is for \$6.98. The Revell Monster is fun to assemble, and so is their \$3.00 Triumph cycle. Testor's Spray Pla Paint is ready to use at 69¢ a bottle. Monogram builds a real quality '30 Model A Phaeton. Ulrich has International Racing Paint colors ready to apply, and Aurora's extra HO car bodies will find many a pit area home for a real low 60¢.





A superb Christmas gift for any car enthusiast is the super-detailed Hubley Duesenberg. Its \$10.00 cost will be easily offset by the many pleasant assembly hours needed to put it together. For slot racing action PLUS real gas engines and all the smoke and sound of authentic battling, take a gander at the Cox Gas Powered Road Racing set which includes two fast cars and a course length of 37 feet. If the big Hubley Duesenberg noted above is a bit steep for the wallet, then the same quality is available in any of their Model A Fords for around two bucks; or the Chevy phaeton for \$3.50; or the great Packard Dietrich for \$5.00 — or most of these cars can also be purchased in already-assembled form from your dealer. If you already have a Strombecker racing set, or if you think Santa may bring you one, drop the hint you'd like to find a Strombecker Trackside Accessory kit under your tree.



Ulrich has a whole host of International racing colors prepared all ready to use. Both Revell and Monogram have exceptionally good complete slot racing sets with everything needed to put you in business. Pactra helps the shelf model builders with their body putty. Russkit racing parts are a real necessity for the enthusiast. Have you tried the Sunda hand controller? From Revell comes the Ford Cobra racing body shell, and Aurora is offering an HO hop up kit for their wee-sized cars. For under \$27.00 you can buy an Eldon Formula II Selectronic Road Racing set. HO fans will appreciate the fast Tyco cars, priced at only \$2.98, as well as the Tyco trigger-action hand controller for \$2.49. Try the Russkit Eliminator Mk. 1 dragster with the motor and gears of your choice. If you've got \$85.00 and a strong desire to own a factory prototype, here's a preview of Russkit's long, long dragster chassis.

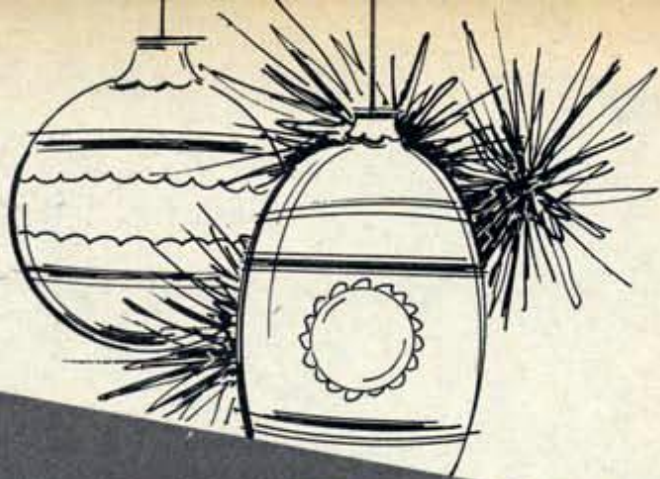




You and Santa can both have fun with Eldon's Sky-High Triple Level Road Race set, with a price tag of about \$33.00. Aurora has judges' stands for trackside decoration at 98¢ each. K & B's 1/25th Dragmaster really screams for its low \$7.00 price. Tyco-Trol hand controllers are a slot racer's "must," selling at \$3.98. Want noise for your layout? Tyco has a Motor-Roar for \$2.98. Extra Aurora speed controllers are available from your nearest dealer. Unique has a swinging LeMans chassis in ready-to-go form for \$5.95. Ulrich has a frame lineup for most popular bodies, and Aurora offers extra O gauge cars for \$3.98. From Russkit comes the Adjust-O-Jig, \$4.00, for precision chassis assembly. The well detailed Varney cars are only \$6.00 apiece, a low enough price for the enjoyment they will provide.







Like a tempting dessert, these items top off this year's selection of choice Christmas suggestions. The Russkit motor makes a handy spare and the price is only \$2.50. For \$6.00, Varney has one of the best pre-assembled slot cars money can buy. Both detailing and performance on this car is outstanding, and their track sections are very versatile. If you're an H.O. fan, Aurora has quite a selection of car bodies for 60¢ each that will offer all the variety anyone could ask for. Strombecker packs a load of racing enjoyment in their \$24.95 International Road Racing Set. Fred's Model Engineering hand controller is a great value for any track or scale. For the determined dragster fan, K&B's frame leaves nothing to be desired, it's great! No track is really complete without a few Mini-Men, and at 59¢ each, the price is right! Ulrich also makes some of the greatest chassis on the market today. Your workshop wouldn't be complete without an X-acto pit kit and several cans of Pactra spray enamel.







# MODELING

# MOTORCADE



Investigating current modeling trends, MCS visited the Revell-Testor Contest recently held in Pittsburgh, Penna.

The scene was Pittsburgh, Pa., and the event was the first Revell-Testor International Model Car Customizing Contest. There were over 170 actual entrants to the competition, while more than 100 were turned away as they had missed the entry deadline.

Top honors in the Mild Class went to 17 year old Rick Kosuda of Pittsburgh. Rick's winning entry is a 1963 Corvette with a green metalflake paint job.

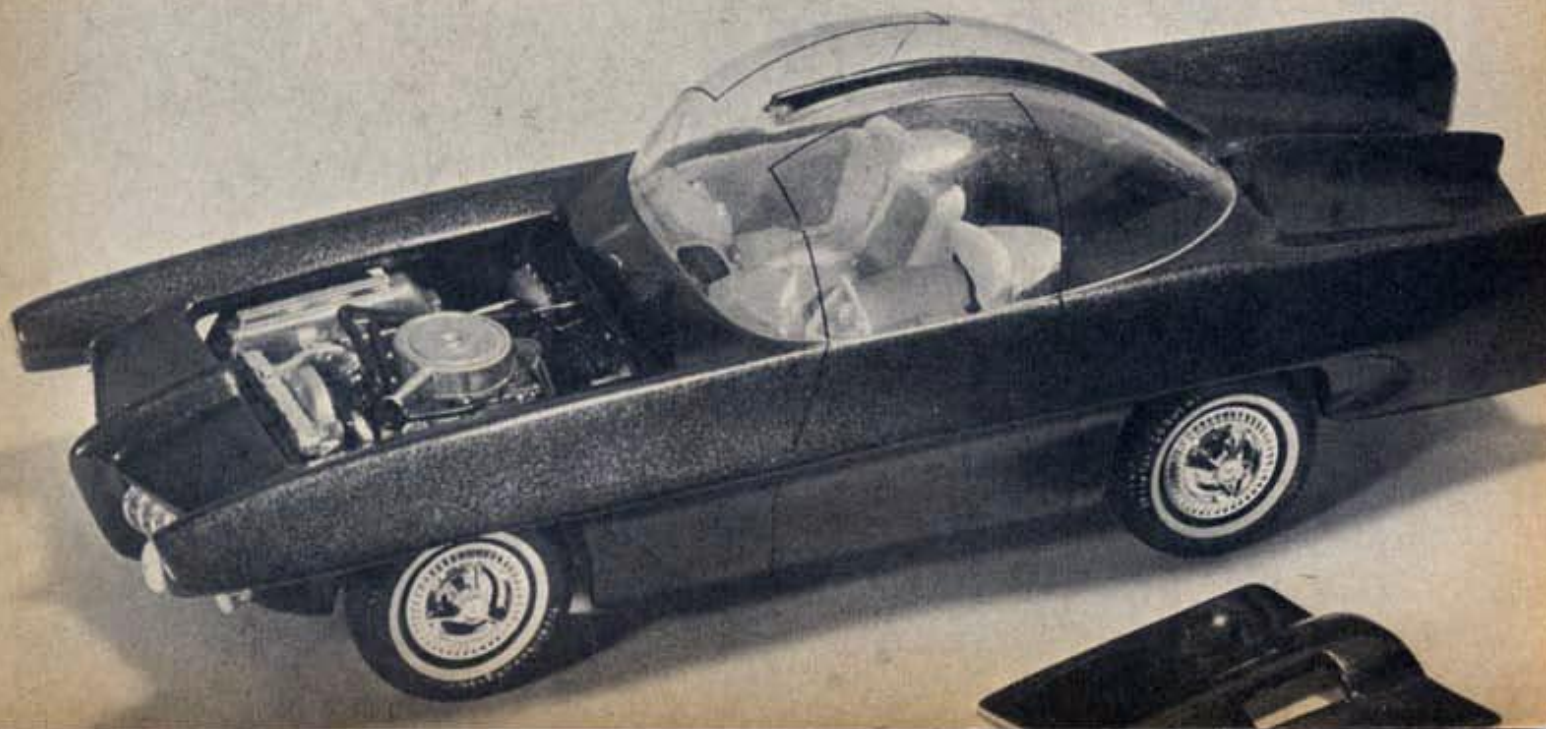
Fifteen year old Andy Serbinski of Sewickley, Pa., copped top honors in the Wild Class with a 1961 Falcon Ranchero painted

Ruby Red over Orange metalflake. This winner was powered by a 421 Pontiac engine.

Robert Johnson, 17, of Johnstown, Pa., was top eliminator in the Competition Class with his '32 Ford Roadster painted Red Candy Apple, and Paint Honors were won by John Komar, 17 years old, of Glenshaw, Pa. John won with a '49 Merc with a Pagan Gold paint job.

The National Winner of the Revell-Testor Model Car Customizing Contest to be selected in Washington, D. C., April 5, 1965, will receive a 1965 Chevrolet Corsair Sport Coupe.

THIS COMPLETELY RESTYLED 'VETTE WAS BUILT BY R. KOSUDA FROM PITTSBURGH, PA.



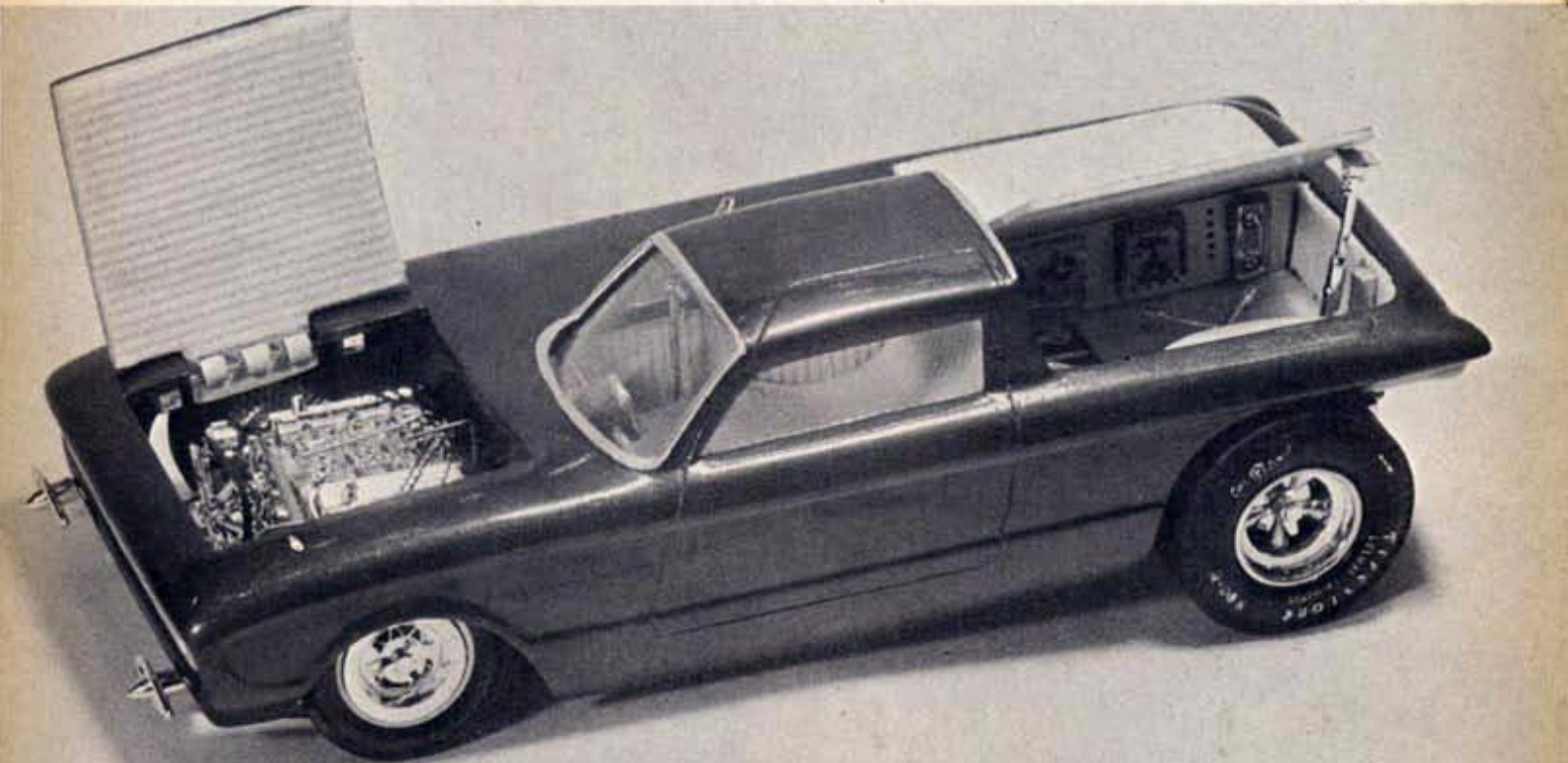




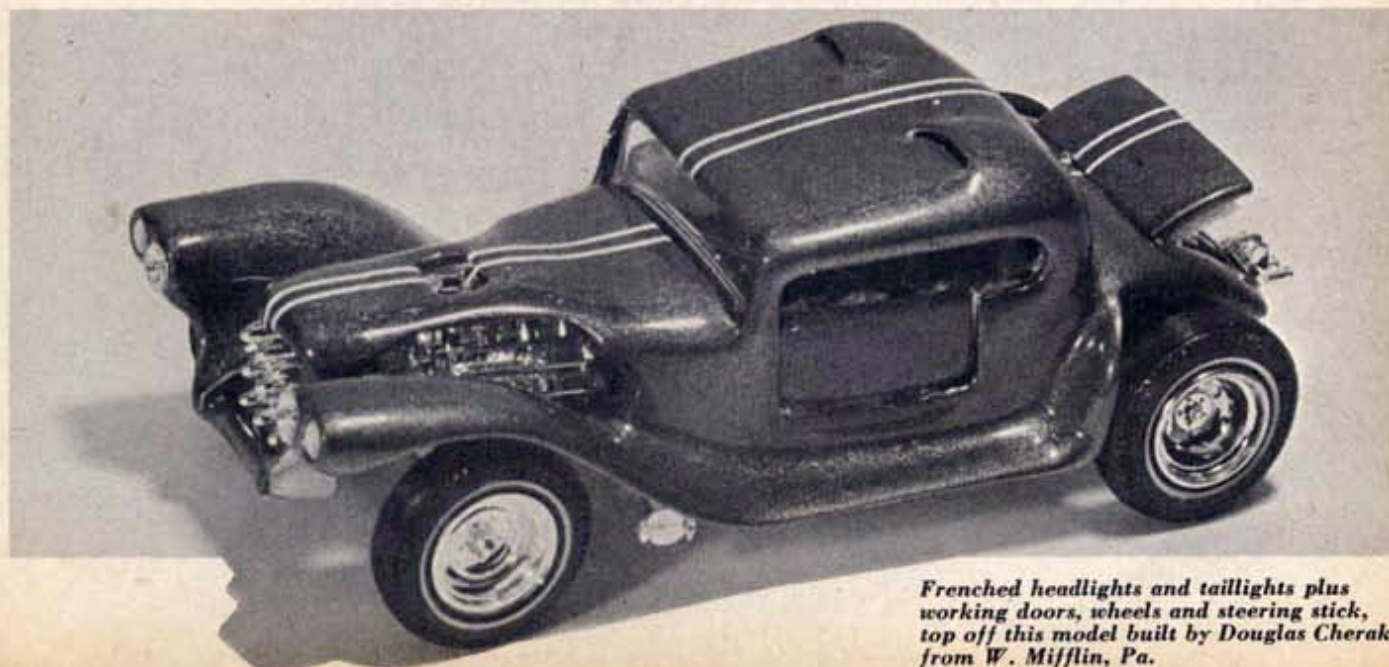
*Harold Skavinsky, 21 year old modeler, wired the brake, fuel and electrical system. Doors and steering operate.*



*This was a '61 Dodge by Jo Han. The mild customizing was done by Gerry Cope, 19, from McKeesport, Pa.*



*WILDLY CUSTOMIZED BY JOHN KOMAR, THIS TRUCK STARTED LIFE AS A '49 MERCURY.*



*Frenched headlights and taillights plus working doors, wheels and steering stick, top off this model built by Douglas Cherak from W. Mifflin, Pa.*

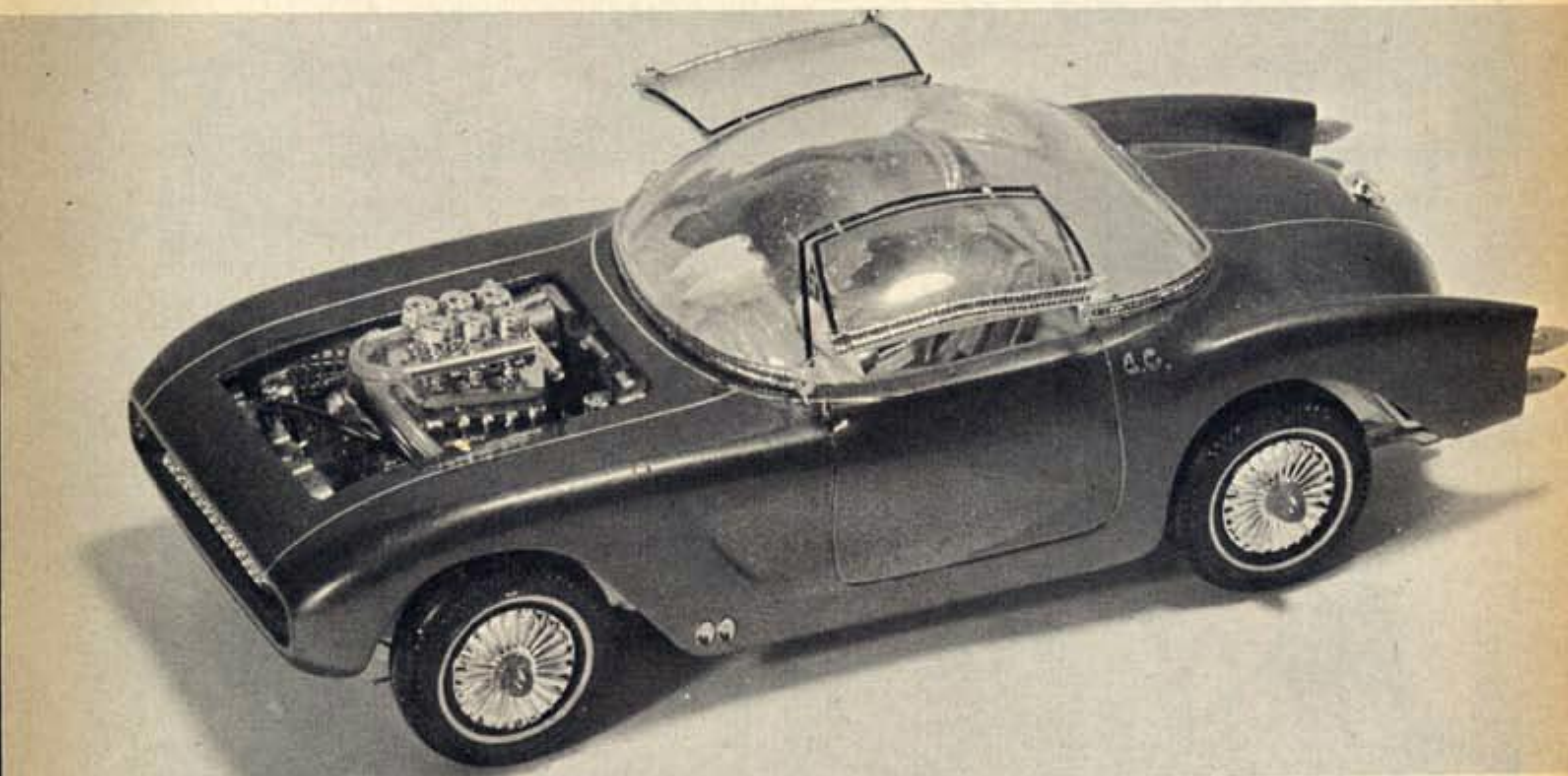




*Murrysville, Pa., modeler Brian Roberts added a pickup bed to his AMT 1925 Ford and painted it peacock metalflake.*



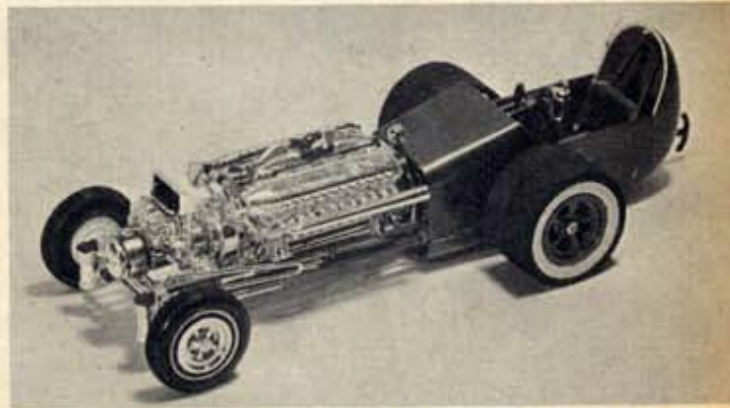
*Entered in the "Wild" category, this Ford of unknown vintage was built by George Holbrook from Belle Vernon, Pa.*



*A FUNCTIONAL BUBBLE TOP HIGHLIGHTS THIS VETTE WITH A MOLDED FRONT AND REAR. BUILDER IS GERRY COPE.*

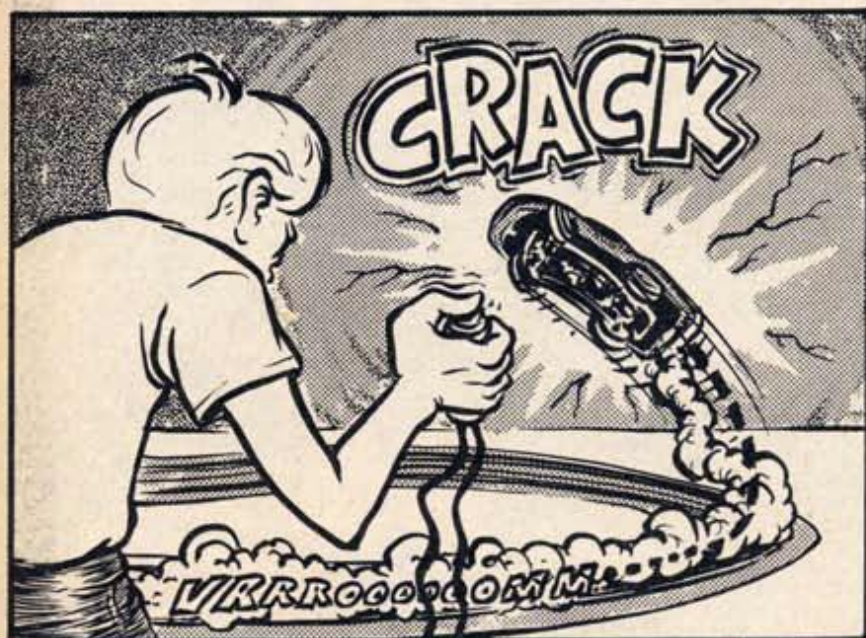
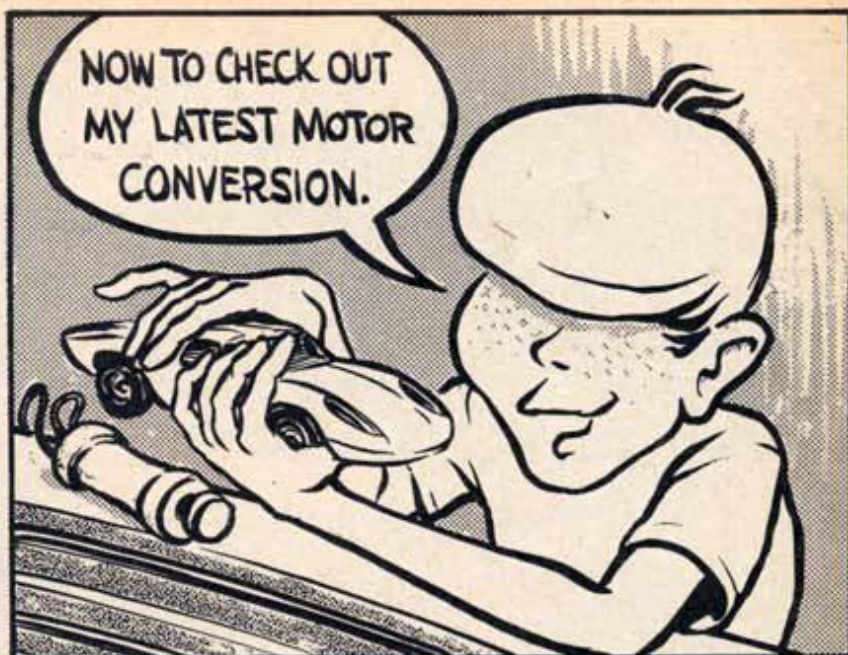


*Demonstrating what the "fairer sex" can do, 16-year old Barbara Layton from Pittsburgh, entered this '29 Ford.*

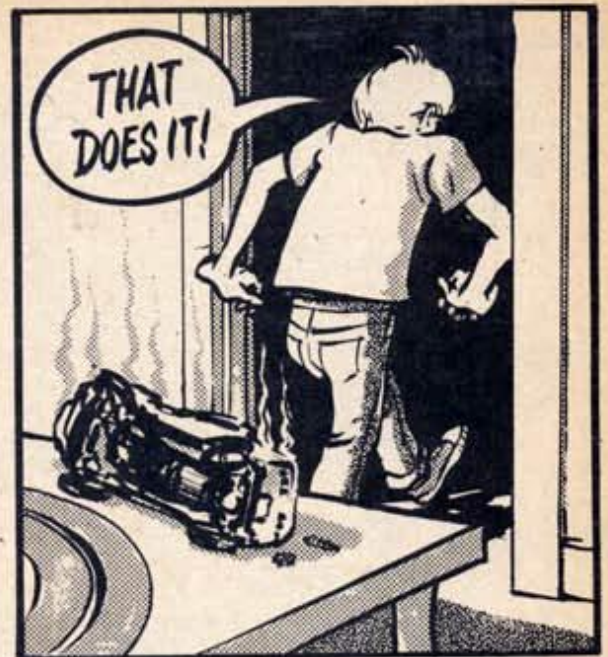
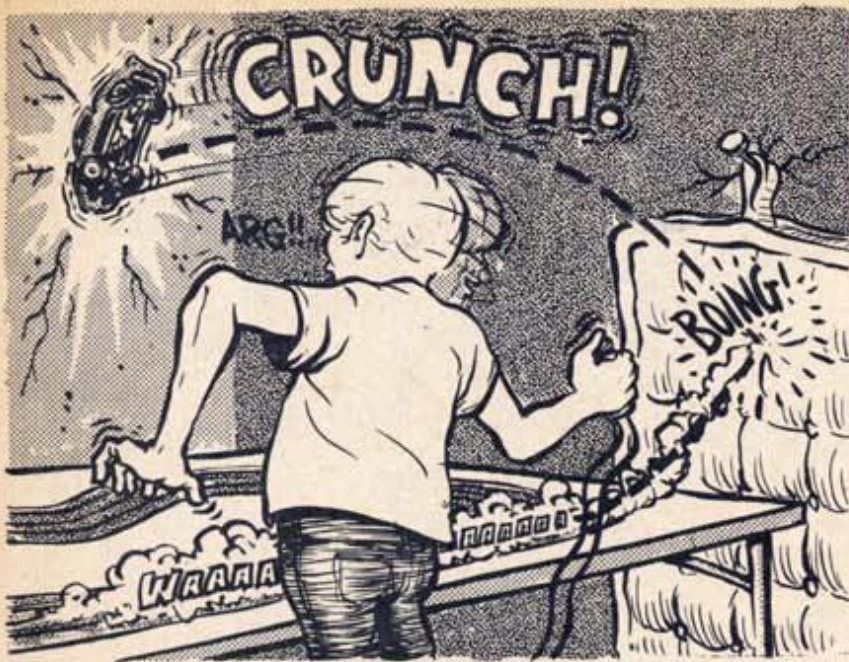


*This smooth looking Allison-powered dragster was built by Leechburg, Pa. modeler Tom Batchelor for competition class.*

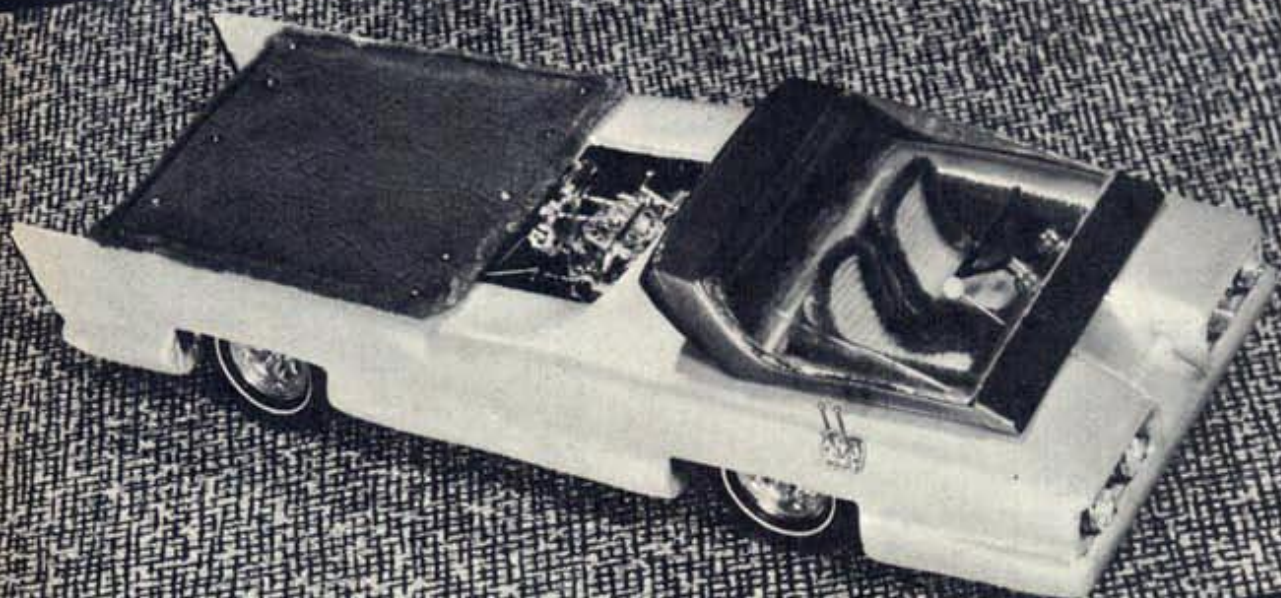






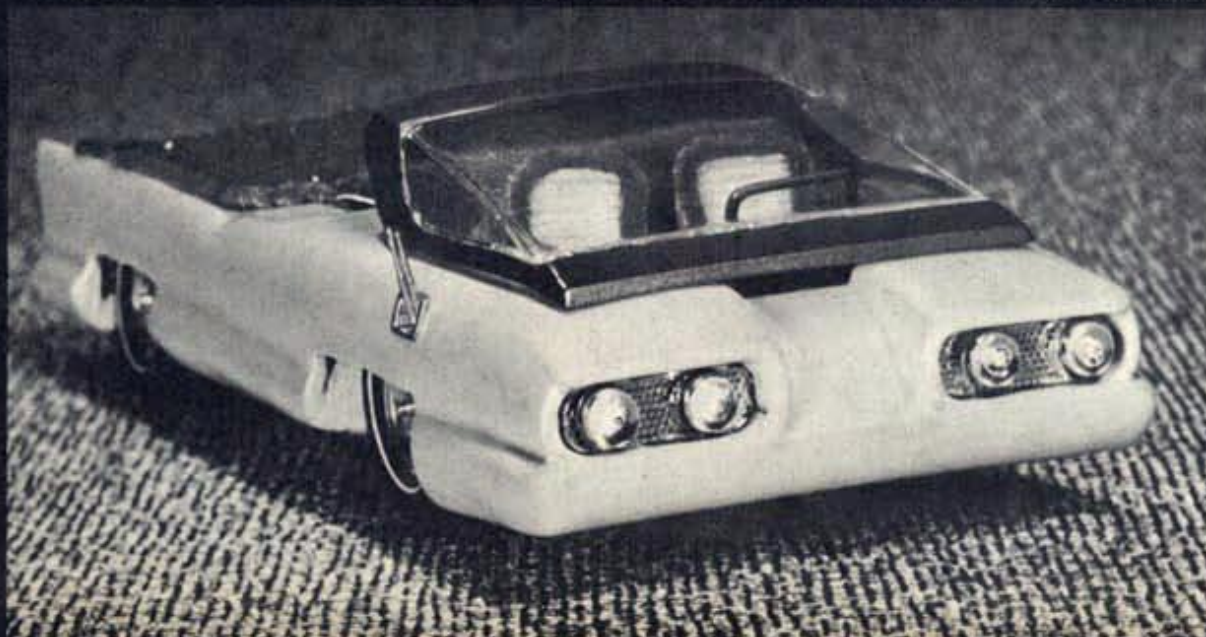




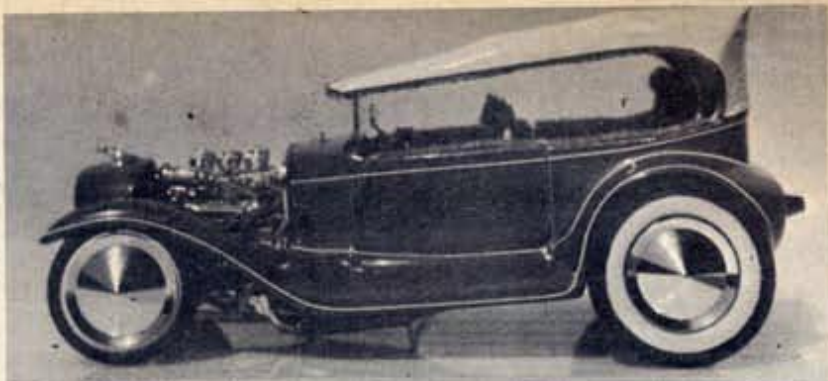
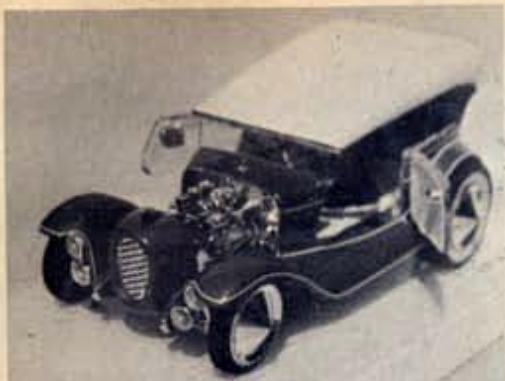


# CONTEST WINNERS

*"Tequila", as dubbed by builder Don Culp of Pocahontas, Arkansas, is this month's \$25.00 savings bond winner. A Monogram '58 'Bird, believe it or not, was the starting point, but diligent saving, sectioning, and the addition of part of AMT's '57 Chevy turned it into this truly way-out cab forward hauler. Mid-mounted engine is an AMT Corvair engine with Spyder racing equipment.*



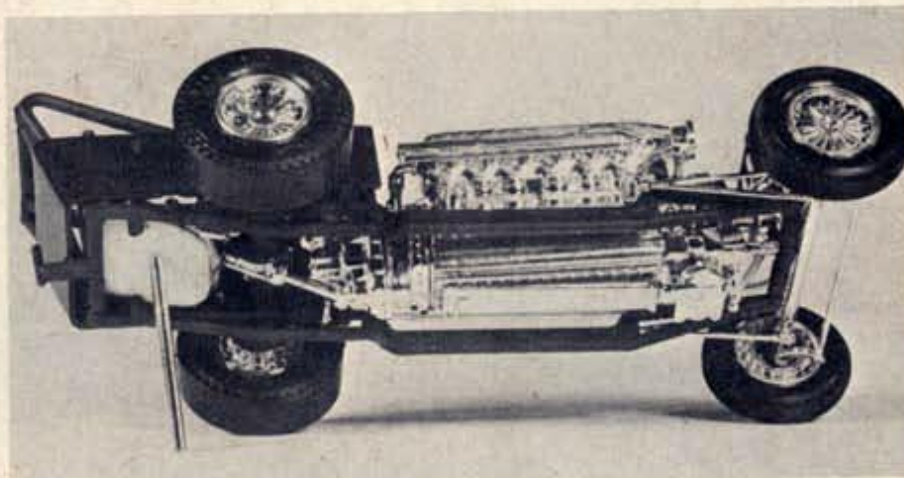




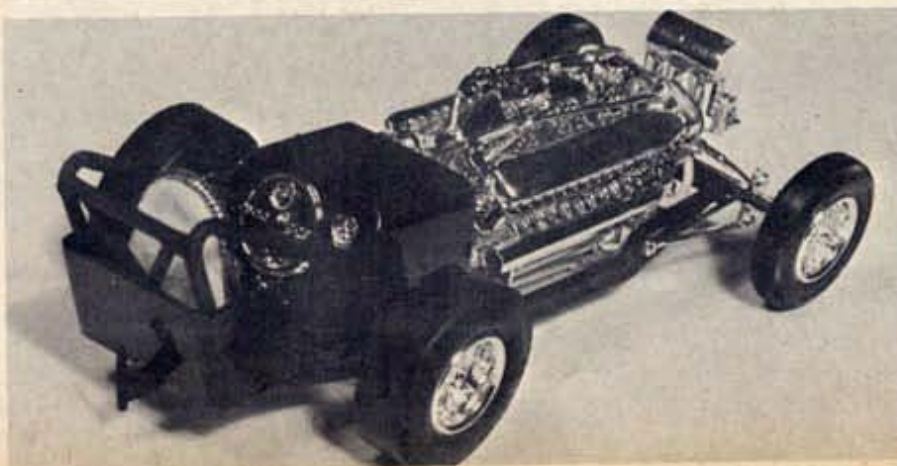
*Touring cars are a gas! This one, based on Ford's Deuce, has been given the California-Drop, the windshield chopped for a real forward rake, and huge Moon discs added. The pin-striping, a difficult task, has been well executed by Dennis Doty.*



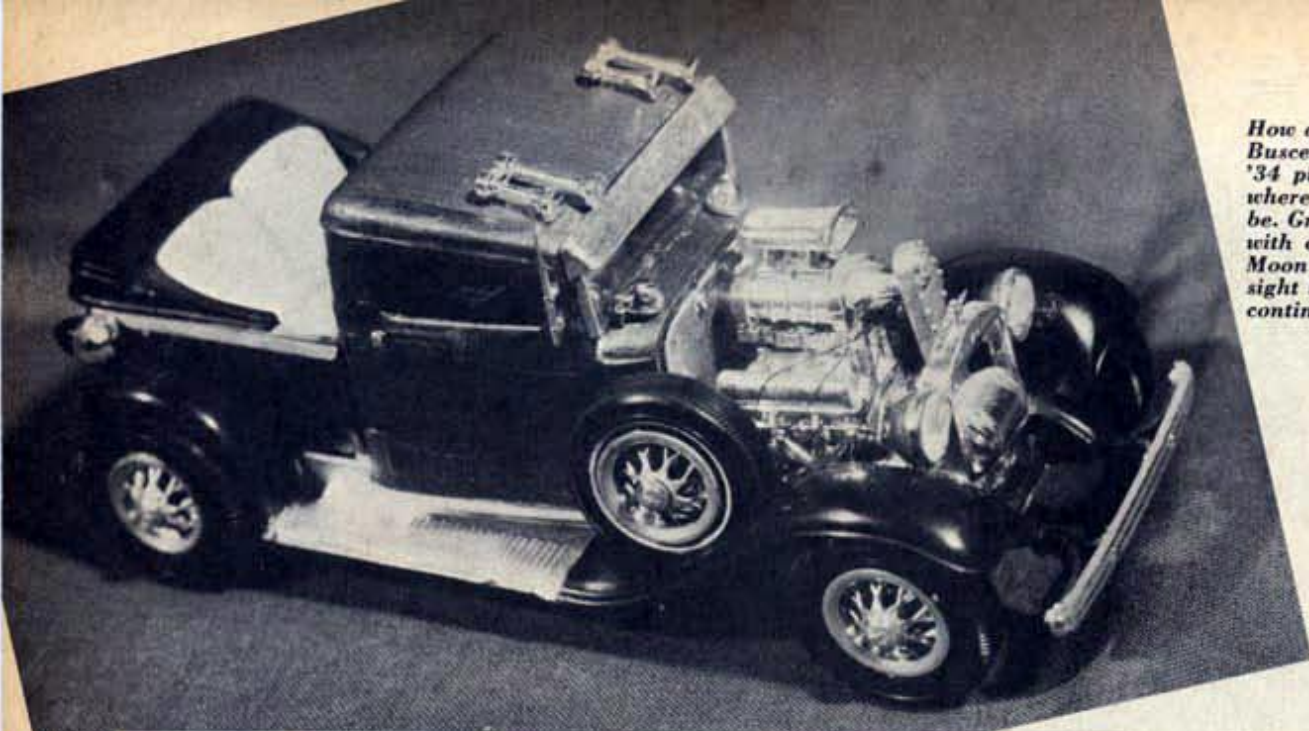
*Vallejo, California's Ed Raum went wild with his StingRay. Sectioning reduced overall height considerably, necessitated big front wheel blisters. Glitter-based maroon paint gave the radical custom its final touch.*



*Allison engines are really becoming popular, so Jim Porter of Texas stuffed one into what began life as an AMT double dragster. Looks like it ought to go!*







How about this? Tony Buscemi shortened his '34 pickup, added seats where the bed ought to be. Grille is a shell only with center-mounted Moon fuel tank. Out of sight is a 'Bird continental kit.

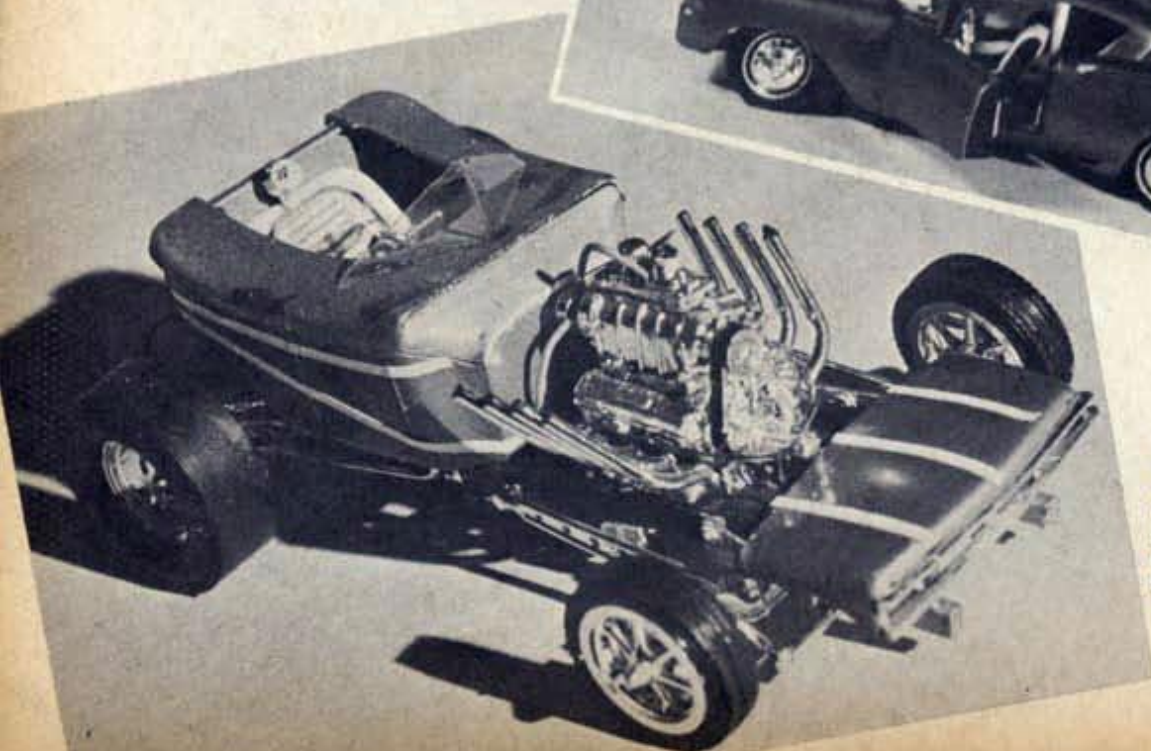


It's Ed Raum again, this time with an all-out custom with a fogged, glitter lacquer paint job over some fine bodywork.



Tom Wible's version of Ford's Cougar II was put together from '64 StingRay parts and odds and ends left over from other models. Tom reports that a Ford 427 engine was dropped (rather, squeezed) under the hinged hood. Color is Candyapple red.

Mike Weynand is justly proud of his '58 Chevy hardtop. The cut-open deck harbors an interior of white corduroy.

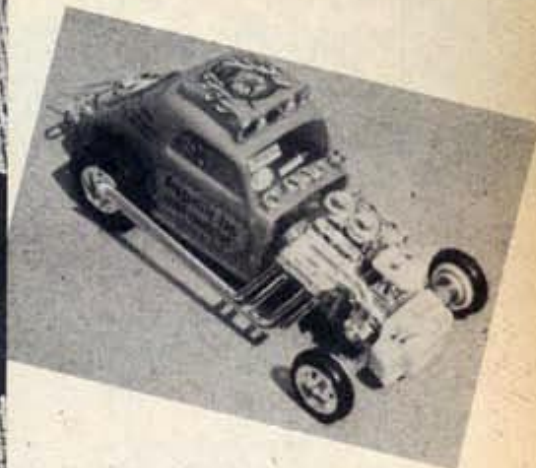


"Oblivion" is the work of an imaginative builder who neglected to give us his name. Nevertheless, he used a T body and frame, a fully wired blown Chrysler and a handsome windshield.

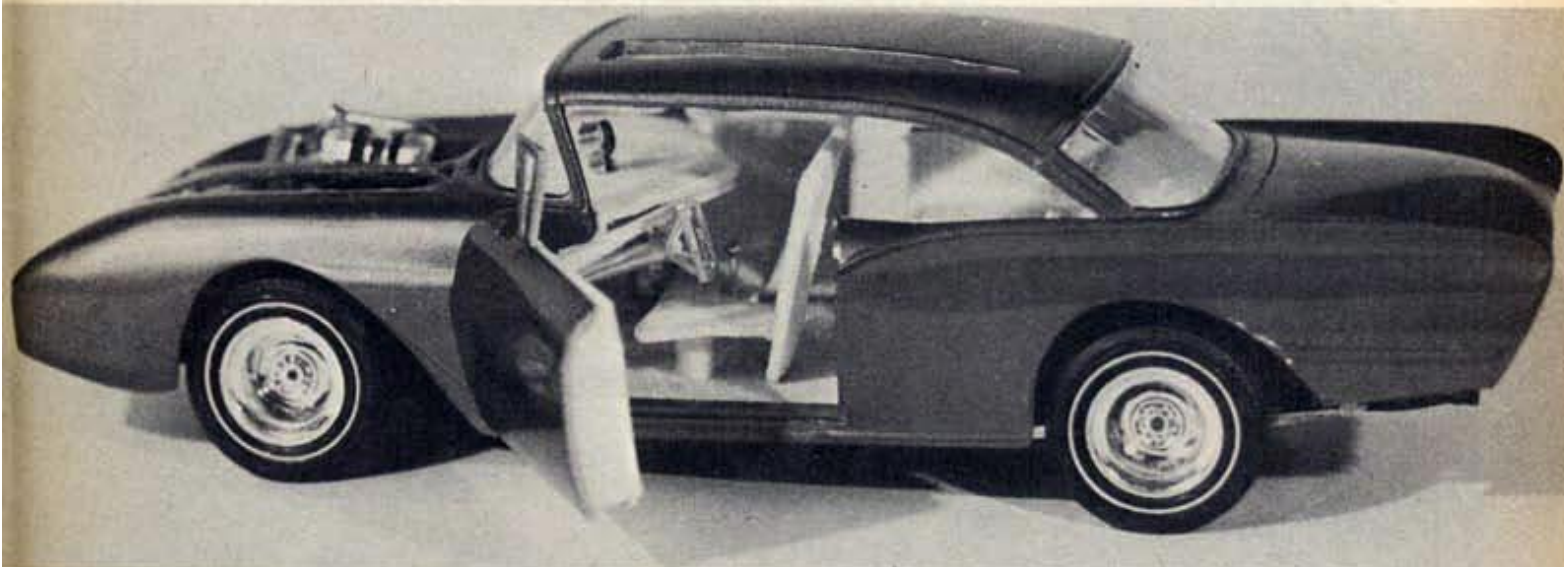




*Don Culp puts in another appearance this month with a roadster made from a '64 AMT Buick Riviera. Front and rear fenders roll 'way under to emphasize the mag wheels. The interior is a '64 Pontiac — how's that for being unique?*



*"The Competitor" is the handle that builder Paul Kalenian of Massachusetts has given his Fiat-bodied, Ala Kart-fronted, twin Chevy-powered goer.*



*Eric Rudy has really outdone himself on this custom which features everything asymmetrically styled — even the off-center blown engine, the roof sculpturing, and other fore and aft design lines. The interior is white corduroy while the exterior is base silver over grey primer, then Candy blue.*

## a MODEL CAR SCIENCE

*Contest*

FOR MODELERS  
EVERYWHERE . . .



Each month the editors of MCS will select, from PHOTOS submitted, the top model car. It will be shown on these pages and its owner will receive a \$25 U.S. SAVINGS BOND

**SEND A PHOTO OF YOUR PRIZE MODEL TODAY TO:**



## MODEL CAR SCIENCE

Contest Editor

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Los Angeles 49, Calif.

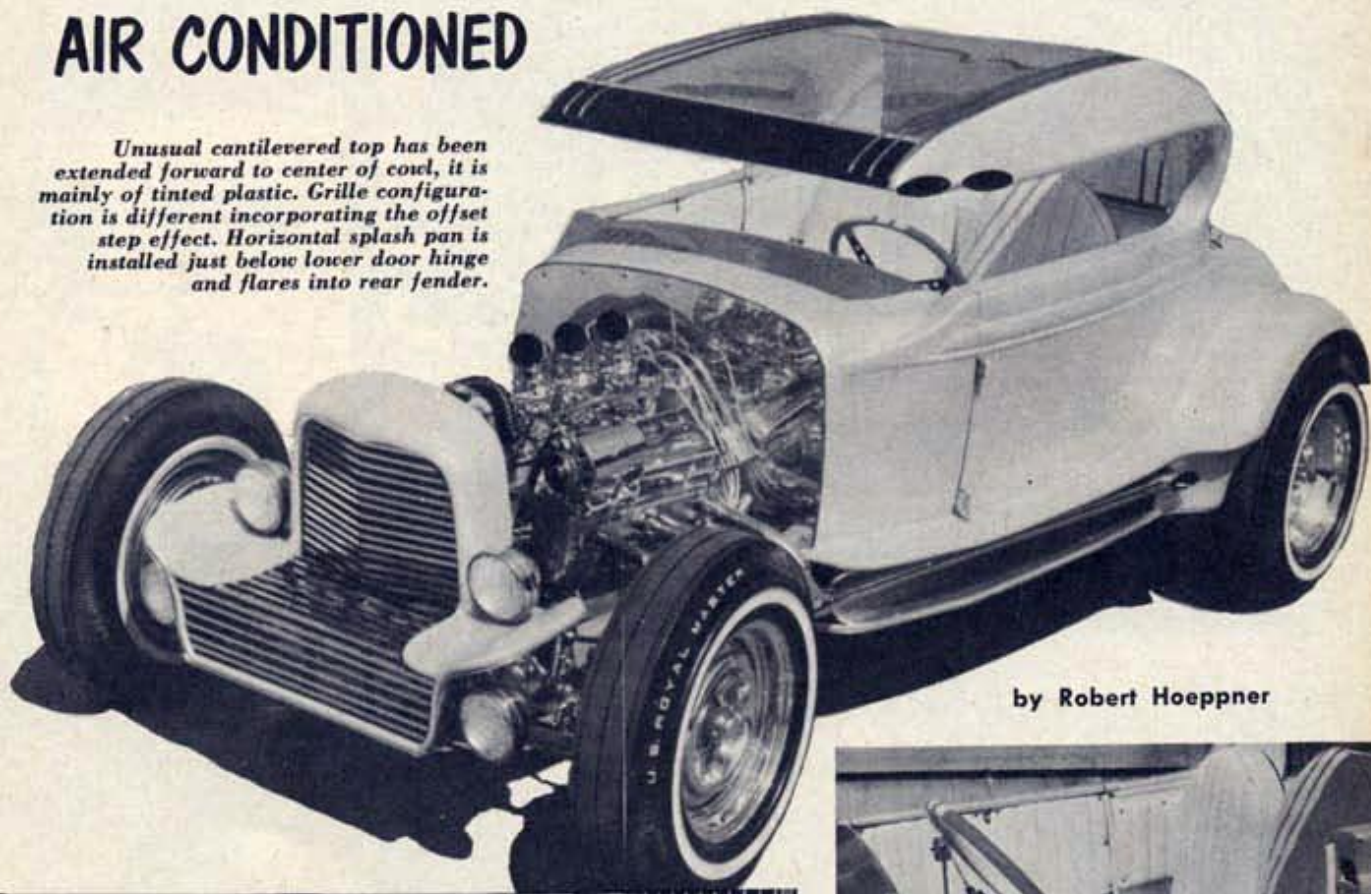
You may submit as many entries as you wish. Send photos only, please. NO KITS. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We cannot return any photos submitted.



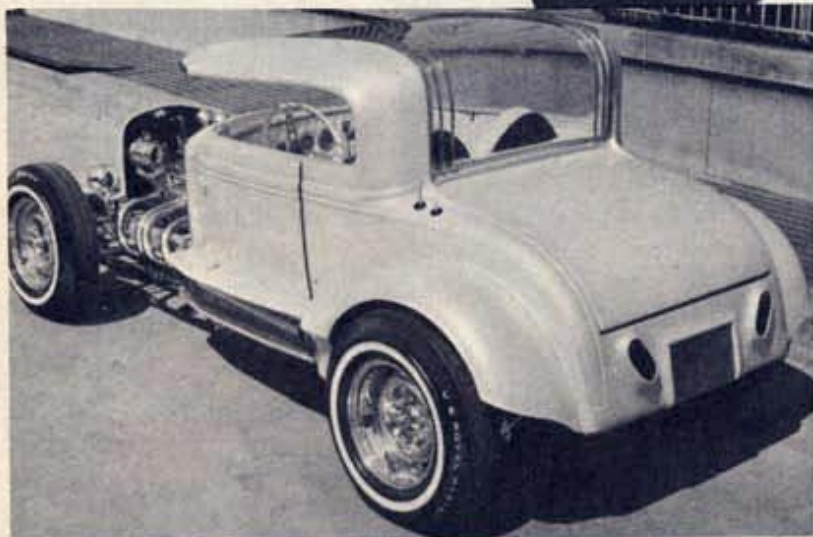
# GREAT CUSTOMS ...and how to

## AIR CONDITIONED

*Unusual cantilevered top has been extended forward to center of cowl, it is mainly of tinted plastic. Grille configuration is different incorporating the offset step effect. Horizontal splash pan is installed just below lower door hinge and flares into rear fender.*



by Robert Hoepfner

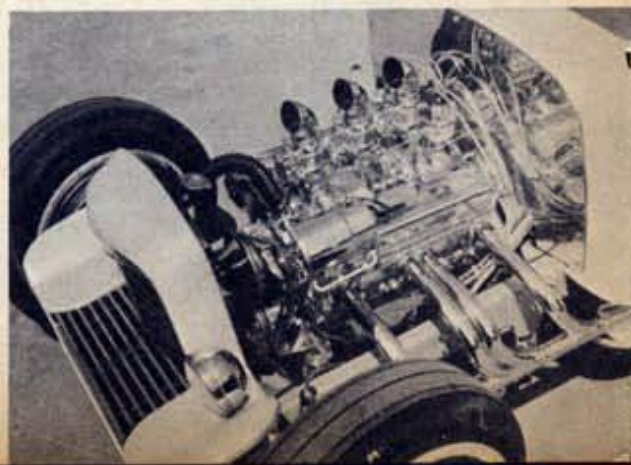


*Body is channeled over frame to a point that is equal with the upper splash pan whose forward end terminates at the intersection of the frame and firewall. Rear fenders have been trimmed to match edge of body. Bead has been raised around tail light openings and license plate.*

*Offset grille construction is matched by stepped location of headlight mounting. The plated and polished Chevrolet engine is reflected in the chrome plated custom made firewall.*



*Entire interior is finished in vertical pleats. A package shelf extends forward from bottom edge of top to just behind seats.*





# AND HOT RODS build the models

The highly modified '31 coupe of Robert Iden follows one of the latest trends in show customs: incorporating a cantilevered top. This coupe is one of the first to use a concept formerly reserved for sedans. The workmanship is excellent and resulted in a First in Class award at its first show appearance.

The body has been chopped as well as channeled. The splash pans running the length of the body also tend to make the car appear to be sectioned.

The Monogram Model A Ford coupe kit #PC71 will furnish the basic body. The frame can be from either of their Duece kits or from one of the AMT '32 Ford kits. Chrome wheels and thin-wall US Royals are from Revell Custom Car Parts, Kit #C-1142 and C-1144, or if you want to save a little, put on your own white walls and get their kit C-1146 Roadster tires and wheels. The engine, a 283 Chevy, is also a Revell Kit #C-1107.

Once you have collected this group of material, you can start to work.

The chassis is straight forward and should be assembled first as a means of locating the other components. Body relationship to the frame is established by the rear fenders: after a trial fitting the engine location can be established; final detailing should be left until final assembly.

The cab is not only chopped, but has been extended almost to the firewall, requiring the addition of scrap material at the forward corners of the roof. A 5/32" chop is required at about the center of the rear windows to bring the top into line. Add scrap plastic along the inside of the doors at the bottom of the window openings, around the rear side windows and up into the roof. This will give the doors the required thickness and strengthen the top. After this has dried, cut out the center section of the roof and extend the sides close to the firewall. Add small gussets as shown in photo at beads on either side of turtle deck opening.

Add small doublers to inside edges of top both inside and outside and blend into sides, this will create a channel to hold the tinted clear plastic center section.

Glue rear fenders to body but do not trim edges until both of the splash pans have been fitted to the body and fenders. From the photos you will note that the top one is just below the lower

door hinge and the lower one runs along the bottom edge of the body. Next mark out on lower rear body panel, and add beads around taillights and license plate recess. This the the best time to locate the two recessed antennas just behind the top on left body panel.

The original radiator shell and grille assembly will have to be cut and fitted after the engine is installed. The shell used in the Revell Tweedy Pie kit can be used for the top section. This should be properly located to the frame front crossmember and then the small wings fitted to each side. They should extend

forward enough to allow the installation of the lower lights to the under side and not interfere with the front axle. Grille section can be made from material in the Revell kit C-1154 tubular bumpers and grilles.

Tweedy Pie headlights are just right for the installation. Carefully separate them and add to both sides of the stub wings. The top pair locate above, while the bottom pair are forward of the axle yet still under the wing.

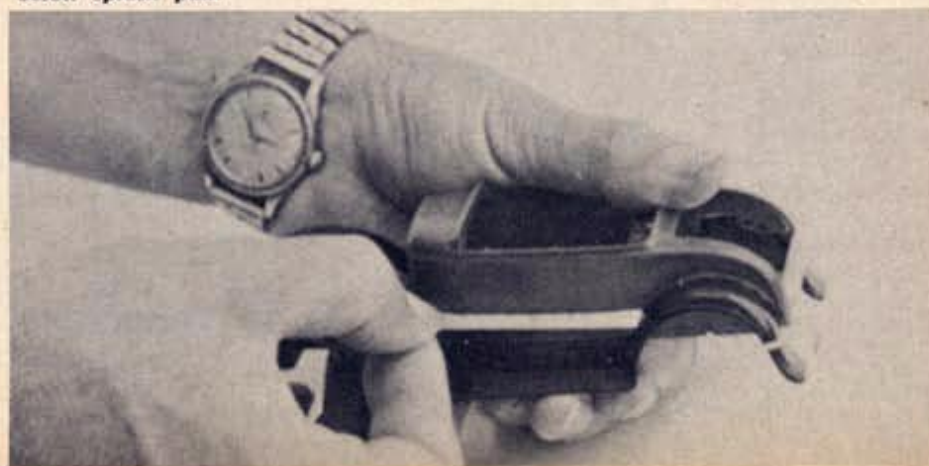
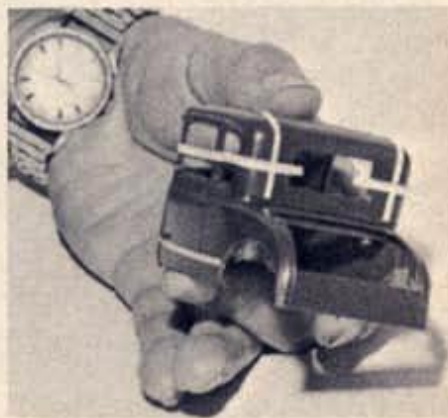
The clear plastic top section is tinted a light shade of blue to compliment the blue pearl body color.



*Location of major cuts on Monogram Model "A" cab section are indicated by tape. It will be easier to chop top before gluing top to body section.*

*After top has been chopped and reassembled it should be glued to body section then center section can be removed. If door posts are left in until major cutting and reshaping are completed, there will be less chance of breaking or misaligning parts.*

*Splash pans should be made of .040" plastic. Shape to fit body and fender contours and trim outside edge after gluing to body. If you want to open doors now is the time to cut them out, bottom edge is flush with top of splash pan. Fill in door lines below splash pan.*





# viva 'vette

By Bob Paeth



## If You're Looking For A New Idea In Sting Ray Restyling... Try This Italiano

It is always interesting to study the different ideas in automotive designing. Just as major makes of cars such as Cadillac or Rambler have a definite design characteristic, so do the world's different car designers have theirs.

This '64 Sting Ray was built using concepts advocated by the famous Italian designer Pininfarina. Pininfarina has long been noted for the clean, crisp lines of his cars. Functional styling is one way to describe his school of thought.

This Sting Ray is meant to be functional throughout. There is no chopping, sectioning or channeling. The springs are stock so the car has a good ride. Ground clearance is only sacrificed slightly because of the big "409" Chevy engine. The engine was set low in the chassis so a hood scoop or lump would not be need-

ed for carburetor clearance. Because the "409" has power to spare, the only speed equipment used was two four-barrel carburetors. With only slight modifications the "409" headers can be connected to the stock exhaust pipes that are already one piece with the chassis.

For maximum traction with "street tires," the cheater slicks from the '64 Plymouth kit work very well. The mag wheels that come with these tires match with those that come in the Sting Ray kit so there's no problem here.

In the body design, several modifications were made to improve the basic body lines. The taillight was so designed that it would not detract from the "flowing" rear end design. Although the taillight has only one lense, there would be four separate light bulbs. Two for tail-

lights and two for brake and directional signals.

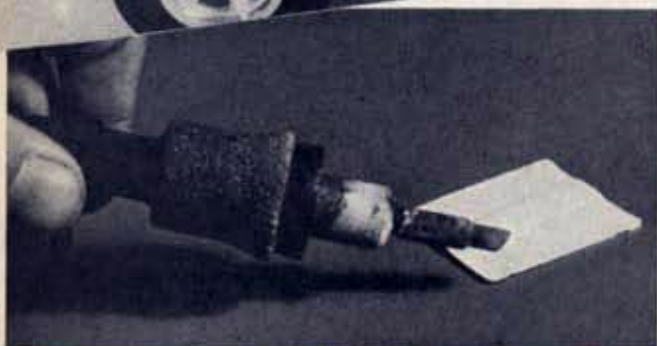
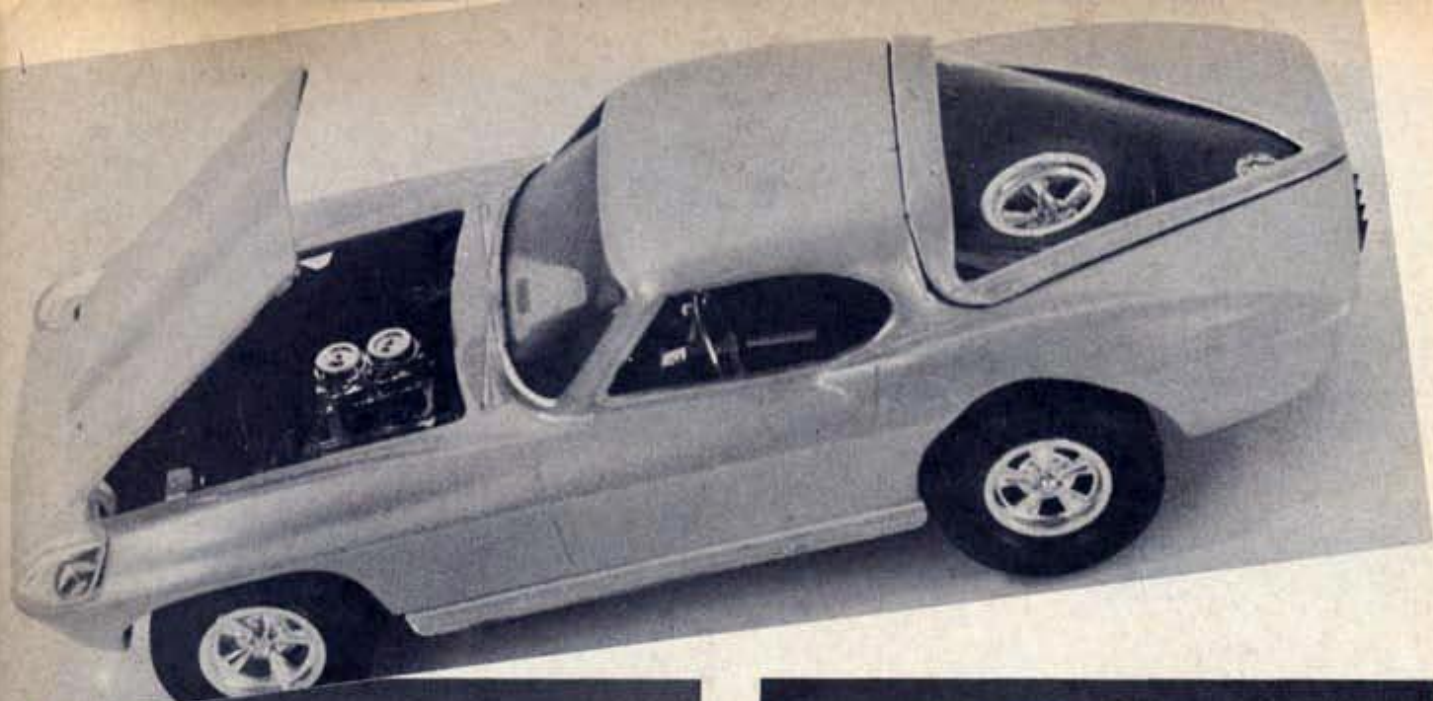
During the day time, with the headlights closed, the front end of the Sting Ray is clean and streamlined, but, at night with the headlights on, and open, the whole front appearance is somewhat disturbed. With the bubble-type lenses, the car's appearance does not "hurt" day or night.

Many people have felt that the Sting Ray should have been built with a trunk lid. Another drawback, in the opinion of many, was the small rear window. Both of these have been solved without destroying the beauty of the car. The shape of the rear window and trunk lid also help accentuate the taillight.

The paint was applied in three different steps: First a white primer was

MODEL CAR SCIENCE

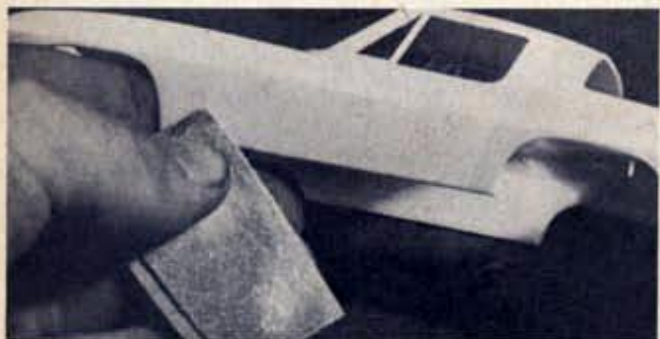




**#1** By either using melted plastic or body putty, fill in the low spots on the hood. When using melted plastic, be careful of warping the hood.



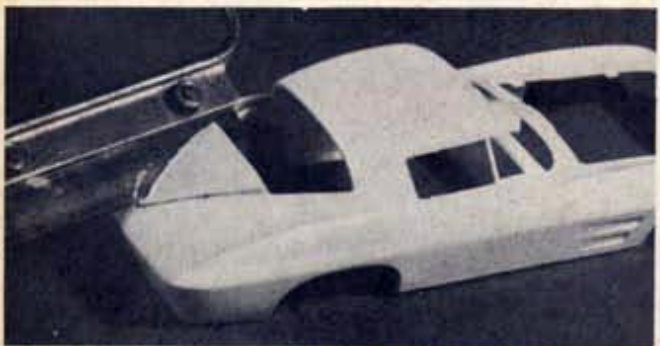
**#2** By carefully "wiping" the electric pencil over the door lines, these lines can be "rubbed" out. Since the car is to be a hardtop, these lines are not needed.



**#3** The side vents in the fender are removed in the same manner as the ones on the hood. Sandpaper will give you the desired smooth surface.



**#4** For that clean, sanitary look, the taillight holes, exhaust pipe holes and slots for the bumpers were also filled in. The license plate cavity was not changed.

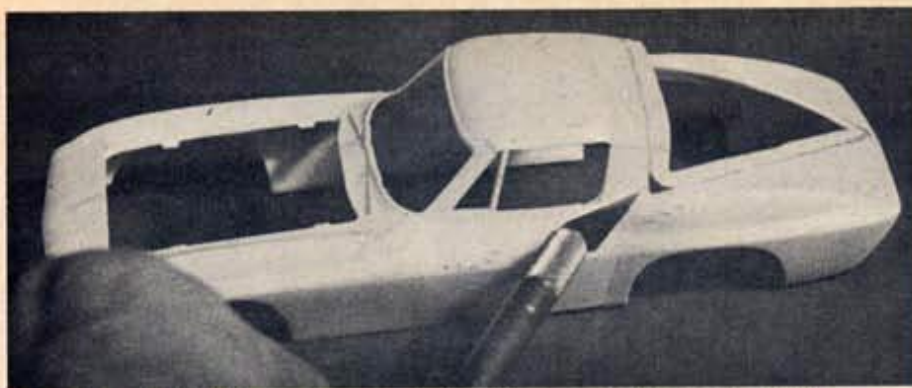


**#5** Mark the outline with a pencil, the window extension to be removed. Cut the piece out with either a razor-type saw or Auto World's cutter.



**#6** In marking the opening be sure the width of the cut is the same all around the window. The same method in cutting the window can be used here.

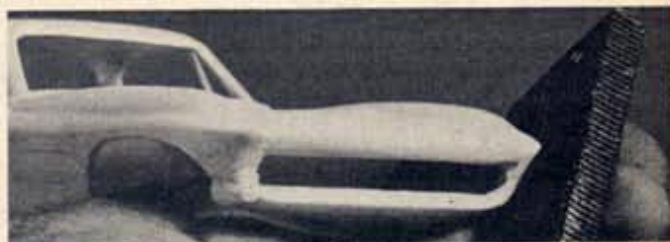




**#7** After the "lid" is cut from the body, file or sand the corner round as shown here. This gap can then be filled in to give that finished look.



**#8** To make this car a hardtop, the side window was extended toward the rear. This forms a quarter window. The notch in the roof line must be filled in.



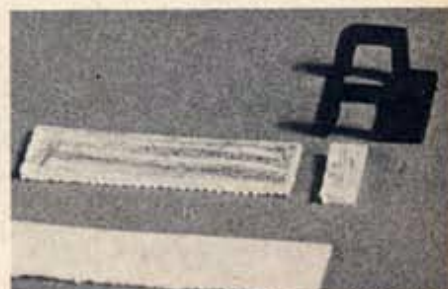
**#9** After the front lower body piece is in place, the parking lights can be removed. A large file does this job without any trouble. File marks are removed with sandpaper.



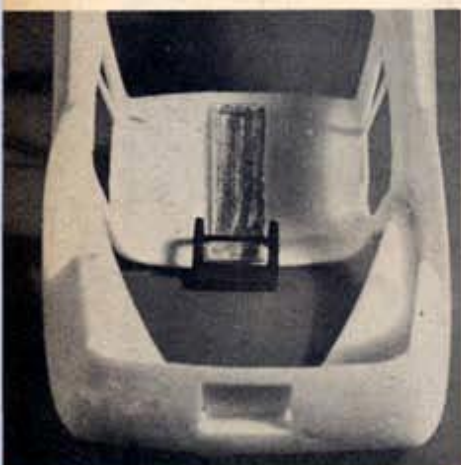
**#10** A new rear window can be made by first making a pattern out of scrap paper and transferring this pattern onto a piece of clear plastic.



**#11** The hinge for the hood was taken from Revell's '55 Chevy kit. This hinge works better than the stock hinges with the kit. The hood will now stay on if you wish.



**#12** The hinge is from Revell's '55 Chevy. The three pieces are made from scrap plastic and hold the hinge in place. The two smaller pieces are as thick as the hinge.



**#13** The hinge and the two smaller pieces are shown in place. The larger piece is then cemented on the two pieces. Do not get cement on the hinge.

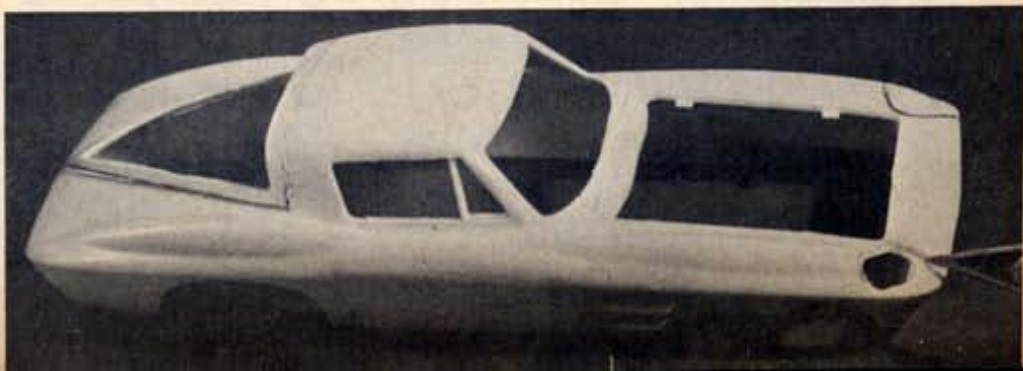


**#14** The headlights are from AMT's '57 T-Bird kit. Carefully mark their shape, with a pencil, on the fender. In marking, be sure both sides are even.



**#15** Drill a hole in the fender first, then take a rattail file and make the hole larger. Extra care should be taken here, also, to ensure both sides of being even.

**#16** This is how the hole should look when finished. A "step" is necessary where the knife blade is pointing. This can be done with a knife.



applied followed by two coats of white pearl; then six coats of candy lime-gold for the finish color. The interior was done in flat black and highlighted with a spare tire in full view through the rear window to give the car that true Gran Turismo flavor.

The following is a list of parts used in the construction:

MPC '64 Corvette Sting Ray  
"409" engine from Revell '55 Chevy

Rear wheels and tires from Jo-han '64 Plymouth



Grille and taillight from Revell Custom Car Parts

Headlights from AMT '57 T-Bird kit

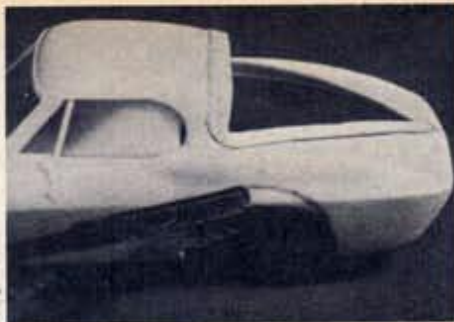
Hood and Deck lid hinges from Revell '55 Chevy

Paint:

Primer — Testors

Pearl — Tru-Pearl

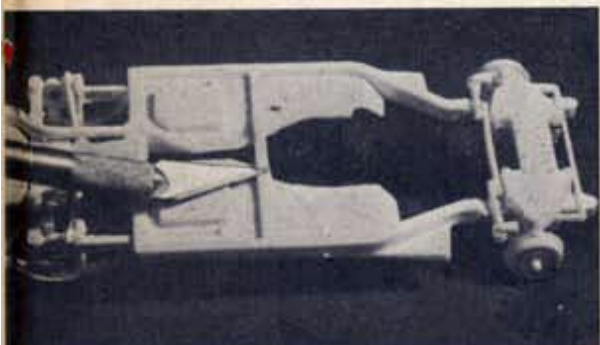
Candy — Kandy Apple by Cal Custom Accessories



#17 Since the rear tires are to be cheater slicks from Jo-han's new Plymouth kit, the openings must be made larger. A rattail file will work fine.



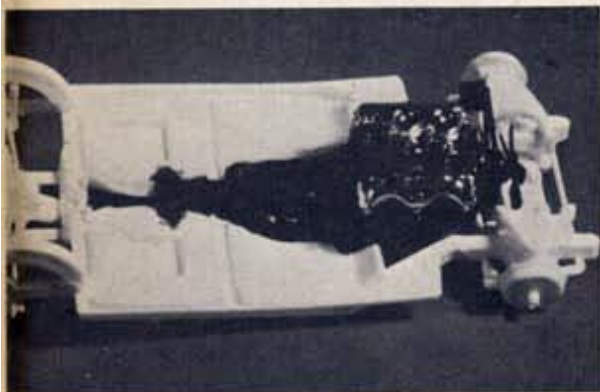
#18 You will find a hole when the interior is in place. This can be filled with a scrap of plastic. The chrome gas cap is placed here when finished.



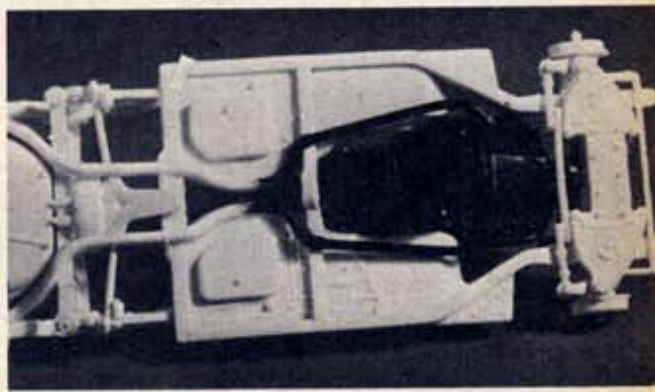
#19 The hole in the chassis must be made larger in order to accommodate the bigger V-8. The size of the hole will have to be determined by trial and error.



#20 The transmission on the "409" is bigger than the one in the kit so the cross-member must be modified. Heat it with an electric pencil and reshape it.



#21 The engine is held in place by melting the tip of the transmission to the chassis. Notice that the rear suspension is complete except for the rear axles, these will be steel.



#22 The "cut-out" pipes from Revell's '55 Chevy were used for the exhaust. The only re-working necessary is from the cross member to the stock tailpipe.

#23 The grille is from the Custom Car Parts. The height is fine but it will have to be narrowed. For best results, cut from both ends.

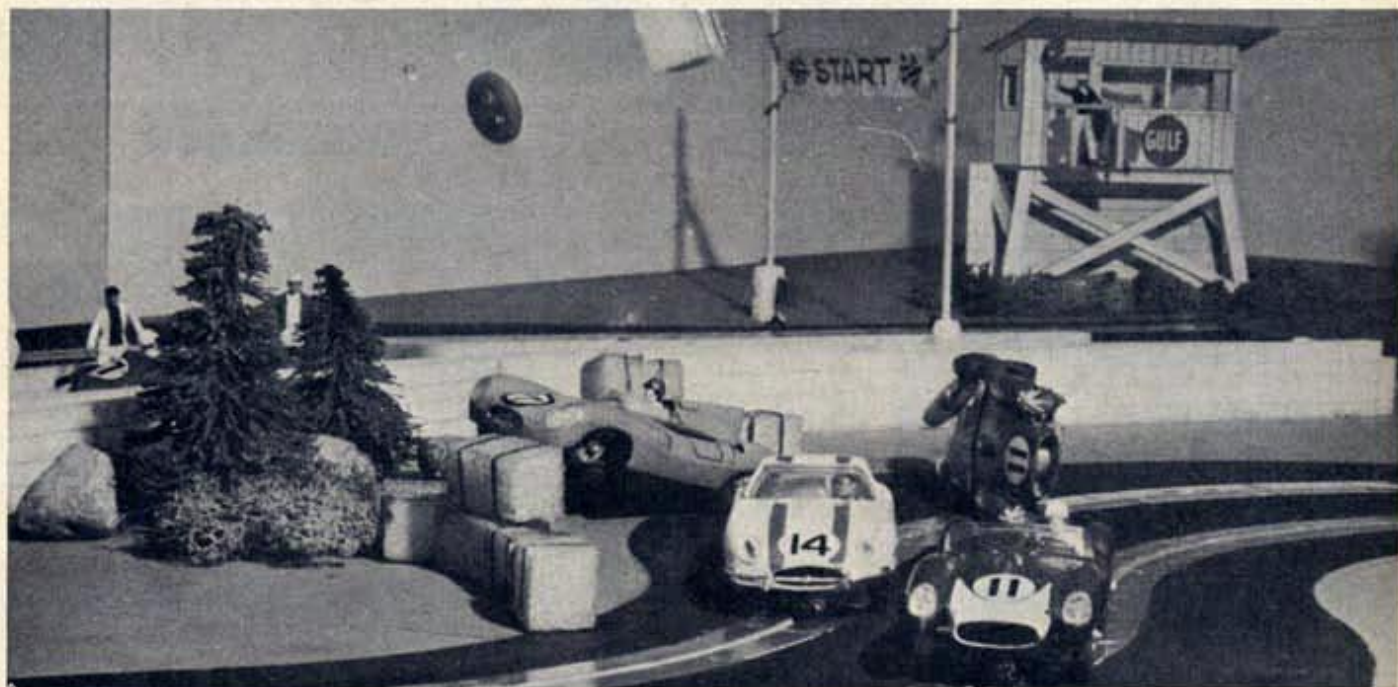


#24 The taillight is also from Custom Car Parts. It is cut so that it fits inside the cavity. A chrome license plate is then cemented under it.





# TABLE TOP RACING SECTION



## PHOTO CONTEST

*Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.*

THIS MONTH'S  
PHOTO CONTEST  
WINNER IS

KENNETH PRICE  
SAN ANTONIO, TEXAS



**If every penny counts,  
Why don't you try to...**

# DRIVE A BARGAIN

By Robert Hoepfner



**I**F YOU are an average racing buff, you probably started in this fascinating hobby with one of the many complete, ready-to-run racing sets. For a while it was a lot of fun, everyone thoroughly enjoyed themselves and had a good time. As the newness began to wear off and you learned more of the hobby, you probably began looking for ways to expand your layout and, like everyone else, you found those grand ideas would cost a lot of dough. Like it or not, most of us are on some kind of budget and have to watch our expenditures or we would have at least one of every kind of rolling stock available and the largest track layout that would fit in the house or garage.

Track is a must since you can't run without it. This is generally beyond the scope of most to fabricate, so set aside part of the budget for a gradual expansion in the layout. Cars are a different story, so let's explore what can be done in this area without putting the budget in the red.

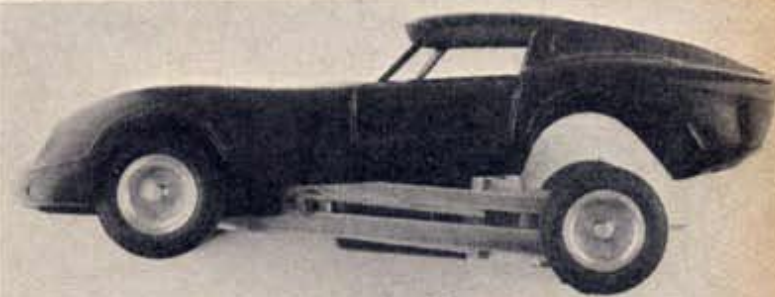
After a period of time anyone will want to change and expand the amount of cars they can run, or perhaps enter some local club events. In so doing, you may run into trouble and find your entry eliminated by the technical inspector for dimensional errors beyond the accepted tolerance. This is due to the fact that most of the currently available ready-to-run racing sets adhere to a simple nonadjustable chassis. To this are attached a number of body types. Many of these have to have changes made in dimensions as well as form to accommodate the chassis. This condition is acceptable for fun type racing at home but would be the cause of your rejection at most club contests.

If you are not interested in entering competitive events, the above may not be of any concern to you, but if you are just the average Joe, you will still want to improve your cars and will sooner or later find your way into competitive racing. To do this a change in bodies will generally be required. There are many static kits on the market as well as some made expressly for racing available in most any body style you could desire. Costs run a dollar and under for the kits and on up to two and

a half dollars for some of the racing bodies. Since we are watching our pennies, we will stay with the items selling for under a dollar. You may not find as many out and out competitive types, but a sufficient variety to please most everyone.

Before making any purchases, a little research is advisable. Know what your chassis wheelbase and tread dimensions are and if possible, check them with the type and kind of prototype you are contemplating purchasing. Check also the general body configuration for its adaptability to your chassis.

Methods for mounting will vary in detail depending upon type as well as manufacturer, but in most cases will follow the same general pattern. Major components are assembled omitting all minor chassis details and running gear. Position your racing chassis on the under side and mark the areas to be removed. Proceed with caution as it's much easier to remove more than it is to add material. In some cases projections can be used as partial location for your frame or will add stiffness to the body structure, so don't remove too much at any one time. When the body assumes proper relationship with the frame, it's time to begin thinking about mounting pads. These may be made of small bits of wood dowel or blocks, scrap plastic, or perhaps from a wrecked body. Drill holes and fasten to frame mounting holes with small self-tapping screws. Then adjust their



*Here shown in top photo is a switch that will keep them guessing. The Strombecker Ferrari. Berlinetta body on a Revell 1/25th chassis. Just notch the inside of the body mounting flanges at the front and they will slide down over the frame. Add a mounting boss at the rear and go!*

*By far the easiest conversion is in adapting the Revell chassis to the Eldon line of cars. This would be the ideal way of adding performance and making them compatible with larger club or commercial tracks that run on 12 volts. The change on the hardtop and sports car required only removing the Eldon chassis and dropping in the Revell. The same mounting posts and screws can be used.*





*The Aurora Corvette is an easy conversion to slot racing even though it is a five piece body. Assembly is easy. The driver is from Revell accessory group.*



*The entire frame and running gear of the Aurora Corvette is eliminated when motorizing the kit. Plastic bosses make a sturdy mount for the frame. Chassis parts are all Revell in 1/32 scale.*



*An old timer comes to life. The Revell Ferrari 1952 4.1 roadster started life as a highway pioneer, add this to your Ferrari collection, it mounts on a Revell 1/25th chassis by just adding mounting posts.*



*Want to update that Strombecker Berlinetta to a full G.T.O. with but little effort or time involved? The process is easy, just adapt the Revell G.T.O. body to your chassis. The stock Strombecker wheelbase and tire size are a little out of scale so adjustments will be required in wheel openings.*

*In adapting the Revell G.T.O. body to the Strombecker chassis, a retainer for the rear of the frame must be made from scrap plastic to hold it to the body mount. At the front, cut off approximately 1/4 inch of the mounting post and relocate it aft about 5/16 inch to pick up the stock frame mount.*

height and top contour if required to match inside of body. They may be cemented in place with epoxy or model cement. In this case, coat top surface with about four coats of cement and let dry to allow cement to penetrate into wood then add a final coat and position to body, allow overnight drying before disturbing locators. So, with a modest investment and a few hours work, the character of your car has changed completely.

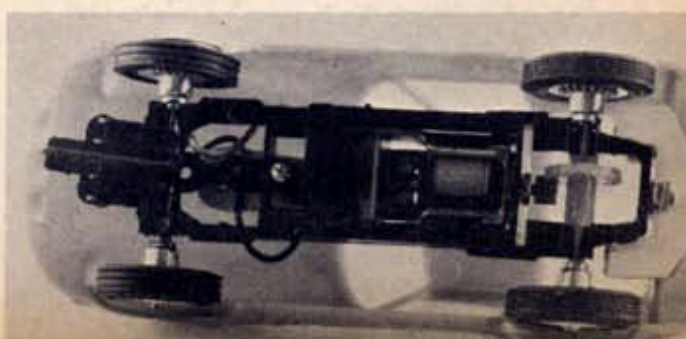
Your next step, when the budget will allow, and one of the best investments you can make, is to obtain a chassis that is adaptable to a wide range of wheel base and tread dimensions. This will allow you to fit it to any of the currently available static kit bodies. One of the best values that is fully adaptable over the entire range, is the Revell 1/32nd and 1/25th chassis. With this combination you can fit most any body within the 1/32 or 1/25th scale by making minor adjustments in wheel base and tread dimension. To put it another way, any wheel base in 1/32 scale between 2 3/4 and 4 3/4 inches, or 88 to 144 scale inches is easily obtained. Any tread dimension between 1 9/10 and 2 3/4 inches or 50 to 88 scale inches can be set up with the stock axles furnished. Generally anything over 2 3/8 inch tread will be considered illegal so trim any excess over that dimension, any narrower tread adjustments will just allow a small amount to protrude into the center recess of the wheel. Compare these dimensions to the specifications of any car you may think of running and you will find that they will fit most anything but the current formula I and II G.P. cars.

Next in line is the new Monogram chassis. It is adjustable over a wide range but may be somewhat limited in its use because of the somewhat excessive width of its design. Both of these use threaded axles, a must for tread variations, but they also allow you to swap tires and wheels, providing both performance and versatility improvements. There are many types and styles of wheels and tires available as accessories and some of these may be added to your stable as the budget will allow.

The Monogram chassis can be set up to a slightly smaller tread of 1-13/32 or 45 scale inches, and a maximum of 1-7/8 or 60 scale inches. Wheelbase adjustments between 2-7/8 and 3-5/8 or 92 as a minimum to 116 inches at maximum are easily made. This will cover all practical track applications. Chassis widths vary slightly between the three and for your information they are: 1. Revell 1/25th scale - 1-1/16 wide. 2. Revell 1/32nd - 1-1/4 wide and 3. Monogram 1/32nd is 1-1/2 inches wide.

Next on the list is the Eldon chassis. This one has a limited adjustment for wheelbase changes, from 2-7/8 to 3-11/32 inches or 92 to 107 inches in scale. This unit has no provision for tread adjustment. The plastic wheels are a press-fit to the axles preventing any changes in wheel and tire configurations. The stock units being slightly oversize will require modification to some bodies to accommodate them.

The stock Strombecker chassis in design concept is somewhat like the Eldon but does not include any provisions for adjustment in either tread or wheelbase. This makes it the least desirable for adapting other bodies to it. One other drawback is that its tires and wheels are somewhat out of scale on the large side limiting adaptability. They have however an accessory package which includes threaded axles and metal wheels. If you are the owner of one of these cars, by all means invest the





few cents required and change over. It will make a world of improvement in performance and will allow some variations in tread as well as wheel and tire size to be installed.

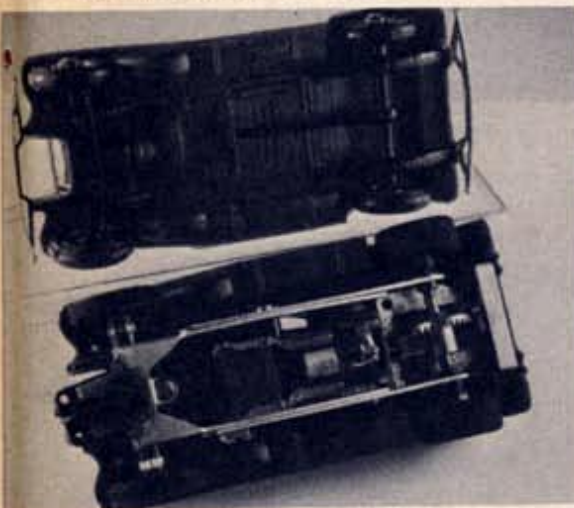
There are many other chassis available from manufacturers specializing in components.

It would be impossible to describe the full extent of various body and chassis combinations that can be made in the scope of one article, but a few that we have in our own stable will serve to illustrate some of the combinations.

The ever expanding line of 50¢ Pyro 1/32nd kits is a wonderful source of prewar and early post war stock cars. A group of these motorized will allow some variation in your racing. They can be set up to represent stock, modified, or sportsman types. However, as stated before, select with care

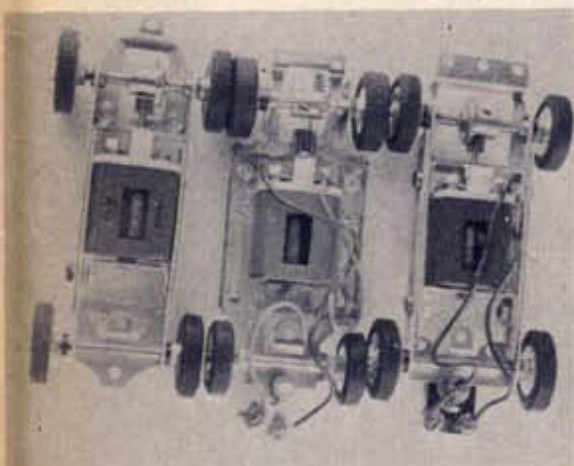


*Here's the Pyro '32 Chevy convertible in both shelf and racing versions. We elected to make a roadster out of ours by leaving the top and windshield off.*



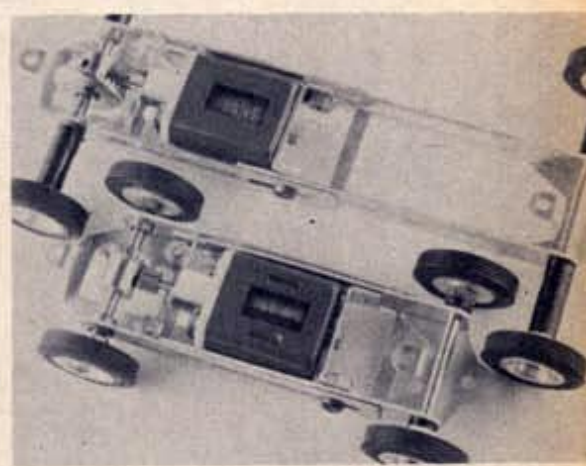
*The motorized version of the Pyro Chevy requires the removal of most of the floor pan and stock frame to accommodate the Revell 1/25th chassis. It is retained by building a small pocket of scrap plastic on the rear body pan to hold the frame mounting tab. If properly made, no screw is required to hold it in position. The front uses a mount made of plastic or wood glued to the hood and back of radiator shell.*

*If you are a Ford fan, the group of Pyro cars should be in your collection. Six different body types will all fit the same Revell 1/25th chassis setting. The '36 and '40 have been modified for racing by eliminating the plastic floor pan and frame. Bosses for mounting just show in fender openings.*



*The three most adaptable chassis as used in the illustrations, from left to right, the Revell 1/25th with 1/32nd wheels and tires, the monogram 1/32nd, and the Revell 1/32nd. With these three, almost any body configuration is easy to obtain.*

*The long and short of an adjustable chassis, Revell's 1/25th at both extremes. Normal 1/32nd installations will generally be somewhat like the smaller one in the foreground.*



as some of their offerings stray too far from scale dimensions.

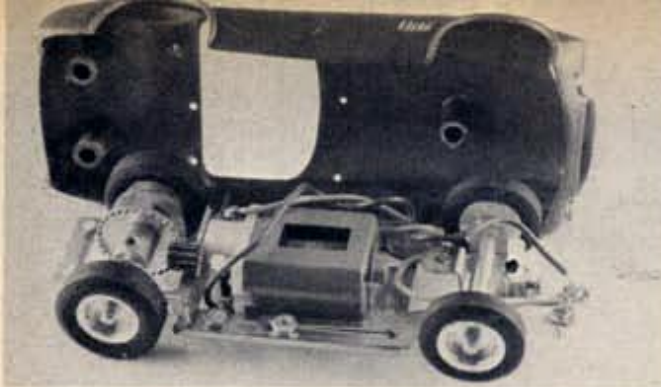
These follow the accepted pattern of assembly previously described in most cases. The prewar group will fit the Revell 1/25th chassis the best, as it is narrower and will fit inside the individual fenders and running boards of these models. One of our favorite reasons for liking this group of cars is the fact that you can interchange ten bodies without adjusting your chassis wheelbase dimension at all, once all the preliminary work of fitting the bodies has been accomplished. Then it's just a matter of removing two screws, changing bodies, and then replacing the screws. You just can't do it much faster.

If anyone is skeptical, try it as we did on the '32 Ford coupe and roadster, '32 Chevrolet convertible and roadster, '36 Ford coupe and roadster, '40 Ford coupe and convertible, '52 Chevrolet fastback sedan, and the '57 Chevrolet hardtop. On the '52 and '57 Chevrolets, the entire frame and floor pan can be eliminated and the only work required for conversion is to install the mounting posts. Others that have been tried are

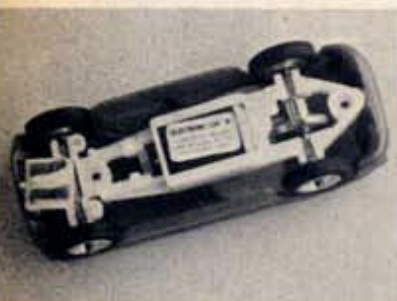
the two '49 Fords and the Chevrolet '37 coupe. These require a change in chassis dimension for each of the two makes. By the time this reaches print there will undoubtedly be more additions to the line and we will be among the first to try adapting them to our existing equipment.

Another type of body available is the vacuum formed shell. A number of these are available for around a dollar. They are mainly competition type of cars, and are usually available shortly after any new car is introduced to the public. These will allow you to keep your stable of cars abreast of the current competition machines if you so desire. This type of body shell will require a somewhat different approach in installing it to any chassis. Bottom edges and wheel cutouts must be trimmed and edges smoothed to prevent cracks. Painting is more of a problem in some ways as many of the detail lines are sometimes missing, making paint color separation more difficult. Mounting also requires a different approach. Generally, this is accomplished by short strips of metal attached to the frame.

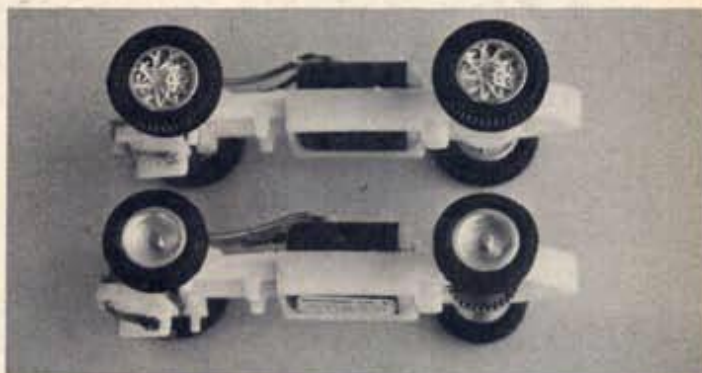




The Revell Cobra body is a snap to fit to the Monogram chassis. Front body mount is a perfect fit with the frame, it just requires shortening a small amount. At rear, shorten posts and add a bridge of scrap plastic between them, redrill holes to match those in frame.



Perhaps a little outdated but a true scale companion to the Eldon-Revell Cobra combination. The old Revell Ferrari mounted on the Eldon chassis, using Revell wheels, tires, and axles. This one requires a little more work as the static kit must be converted.



The Eldon chassis can be made more adaptable to a wider range of conversions if the out of scale wheels are replaced. In this case, the lower chassis has Revell axles, wheels, and tires substituted. The wheels and axles here are threaded rather than the pressed on stock ones. This allows changes in tread as well as additional combinations.

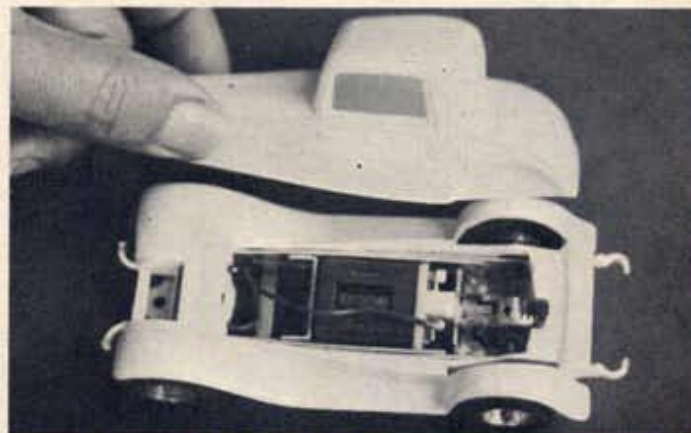


This body on the Eldon chassis could not have been made without replacing the out-of-scale wheels. It's the Revell Cobra, one of the hottest performing sports cars running today.

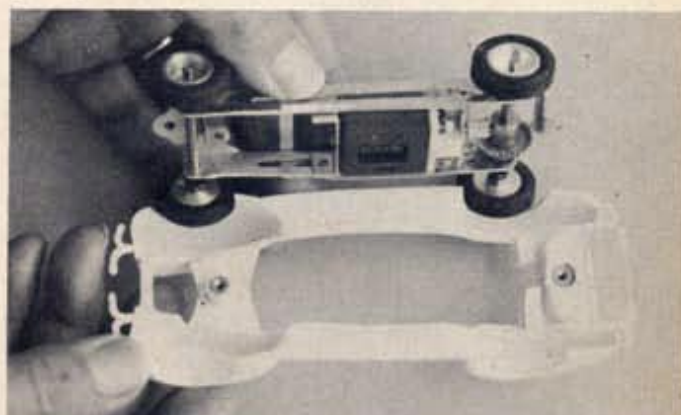
then formed to the shape of the body. Small holes are then drilled through the body and strip and small screws installed to hold both together. They have the advantage in being very light and flexible, which should be an aid to your car's performance.

To the skilled model builder, all of the foregoing will be of little help as he will undoubtedly make his own bodies to suit his particular likes. However, there are many who, for various reasons, will not devote the time to scratch build a model. Perhaps our discourse will at least point the way to their obtaining a much more varied group of model racing cars without spending a great deal of time or money.

Next time you're in your hobby shop, spend some time in looking over the stock of static kits as well as the slot racing specialties. You will be surprised at the amount and variety of material available for motorizing at a budget price.

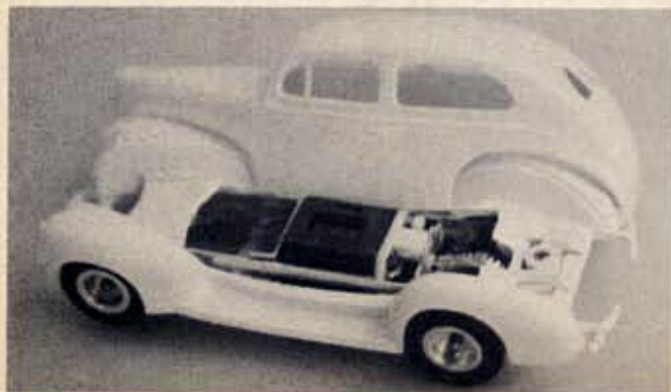


The new line of AMT 1/32nd scale cars make ideal conversions. This '32 Ford three window should be a popular one. The Revell 1/25th chassis is a tight fit at the front end, and will require care in the removal of the plastic chassis material.



The new "All Stars," '40 Ford two-door sedan by AMT is an easy conversion to slot racing. The entire floor pan and crossmembers are removed along the edges of the frame rails to make room for the motorized chassis. Advantage can be taken of the gas tank to form a rear mount plate. The front must be fabricated from scrap plastic.

The stock wheel openings in the '40 Ford are undersize and must be opened up for clearance. Do this after chassis location is established so contours will match tires. If you want to run a full stocker, the interior can be installed if the front floor boards and bottom of the seat are removed for motor clearance.





# H.O. Racing Competition

## GOES NATIONAL



FORD -  
AURORA  
RACING  
TEAM  
HITS  
THE  
SCALE-  
TRAIL

*Members of the first Ford-Aurora racing team gave the teenage slot buffs an opportunity to pit skills with them in Rapid City, S. D.*

**F**OUR EXPERT SLOT RACERS, members of the first Ford-Aurora factory team, were recently greeted by crowds of racing buffs in Rapid City, S.D.

Members of this first team to be organized for national competition were all holders of previous competition trophies. The group included: Ronnie Colerick, Rapid City, 1963 winner of the Ford Aurora Grand National Model Motoring Competition at the age of 12; 13-year old Charles Drumstra, Kingston, Pa., youngest team member, who was only two seconds behind the winner of the Pennsylvania state championship for the 1964 Ford-Aurora Grand National; 16-year-old Phillip Schultz, Chicago, a finalist in both the 1962 and 1963 Ford-Aurora Grand National championships.

The team flew to Rapid City with a stopover in Denver for appearance at a local hobby shop. Immediately upon their arrival in Rapid City, the four young men were "on camera" in a 20-minute television feature. Next day the team put on a full schedule of afternoon racing in the Ford Frontier headquarters.

Local slot racing experts raced against the team members in a variety of competitions. First, three local Model Motoring experts pitted their skills against

one team member, being permitted to use modified slot cars against the stock car (a Ford Mustang) of the champ.

These events were followed by head-to-head races against a local driver and a team member. So intense was the interest of the local table top experts that lines of teenagers waited their turns, then having pitted their skills against the Ford-Aurora champion in one heat went to the end of the line for a second or third turn.

Trophies went to four local drivers who beat the champs. The four who carried away these coveted awards for their skill were Gary DeBoer, Fred Goetz, Rod Simonson and John Seely. Head-to-head competitions were also staged between the 1964 Pennsylvania champion in the Ford-Aurora Grand National competition, the 1964 South Dakota champion and the 1962 champion.

Members of the Ford-Aurora Factory team took time out from their racing schedule to visit Mt. Rushmore to see the famous carved heads of Washington, Jefferson, Lincoln and Teddy Roosevelt, to tour the Custer National Park and to inspect the fascinations of Wind Cave. The team also took in the local stock car races.



*The quartet with best record against the Ford-Aurora racing champs are in the front row, left to right: Gary DeBoer, Fred Goetz, Rod Simonson and John Seely. The Ford-Aurora team members in the top row, left to right, are: Phillip Schultz, Tom Kilduff, Ronnie Colerick, and Charles Drumstra.*



MCS

# Spotlights: TRACK of the MONTH

## THE TURNPIKE NORTH HOLLYWOOD, CALIF.

THE TURNPIKE'S EIGHT-LANE ROAD COURSE FEATURES FINE TRACK VISIBILITY. FIGURE EIGHT IS AT RIGHT.

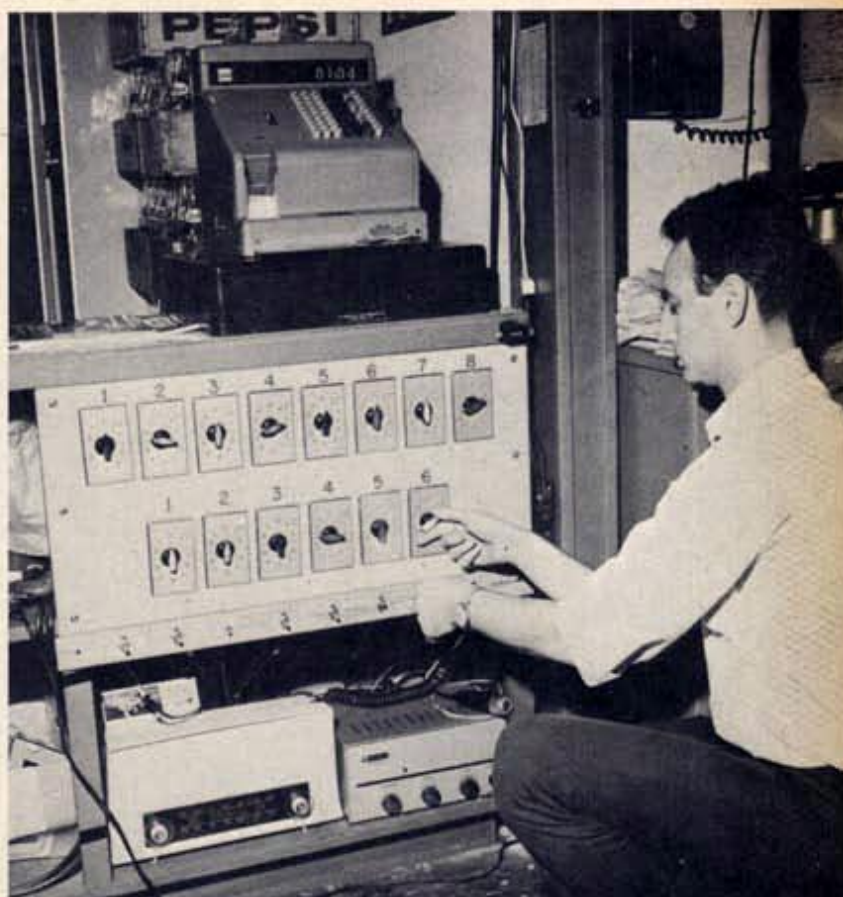






*Dick and Gary Ulmer, who built and operate the Turnpike, use lighted workbench in the repair area.*

*Gary Ulmer sets the power timer on one of the tracks. He controls the built-in brakes with switch below.*



As one of the fastest-growing sports in America, slot track racing is becoming increasingly complex, and this complexity is reflected in the new slot tracks springing up around the country. Such a track is the Turnpike, an ultra-modern layout on Laurel Canyon Boulevard in North Hollywood, Calif., that caters to the advanced scale racing hobbyist. Not that it is ruled out for the beginner, but most fans progress so quickly in their skill that they demand a challenge that calls upon all of their racing abilities.

The Turnpike has been designed to do just that. Dick and Gary Ulmer, a

brother business team, designed and built the track, and operate it with the "pro" in mind.

One of the largest circuits in the Los Angeles area, the Turnpike features an eight-lane, nine-turn road course that measures 225 feet per lap, plus a six-lane figure-eight that is 110 feet around.

The road course is not patterned after any particular circuit, but contains elements of many including the famed Riverside International Raceway.

Starting from the front straight, which contains the control stations, one speeds around a 40-degree banked hairpin,

through a series of high-speed banked esses, around another banked hairpin onto an uphill grade, around a circle that incorporates a wicked downhill turn with reverse camber, and through a short tunnel. From there the cars move onto a 55-foot-long straight and around a steeply-banked hairpin-with-S turn that leads back onto the front straightaway. Anything under 12 seconds per lap is considered championship time.

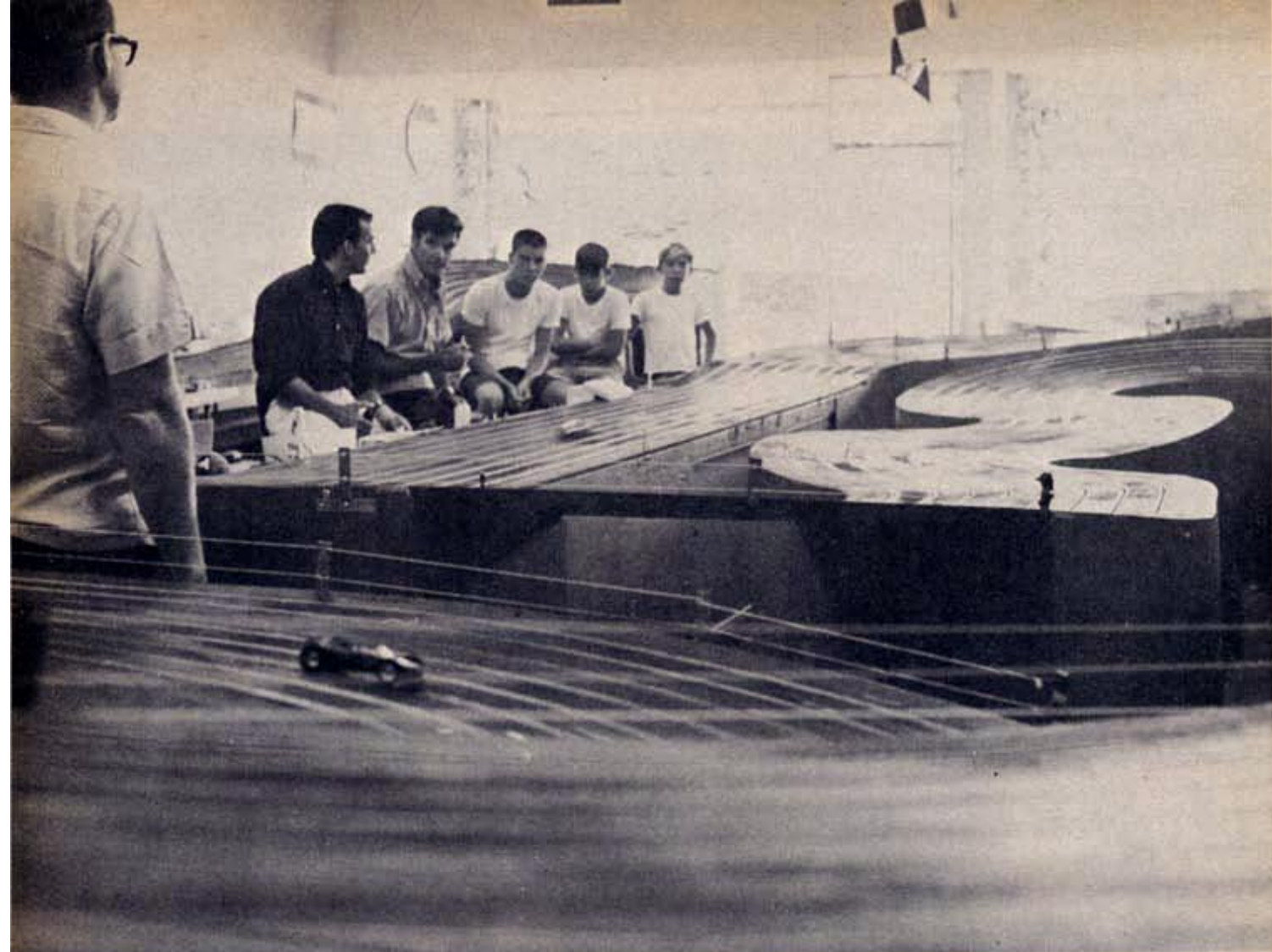
The track surface is Masonite painted with Pearltext to which grit has been added for maximum traction. Power supplies are individual and electrical contact material is braided all around; no tape has been used. Also, the bottom of each slot is color-coded in a different hue for ease of replacing cars into the proper slot.

The control stations on both road course and figure-eight are arranged with clever features that reveal a track built for driver convenience. Each hook-up point has a built-in stopwatch with which a driver may check his lap times. A green light indicates that power is on. More importantly, a red light flashes if



*From a view across the big hairpin onto the high-speed banked esses, we see a group of Turnpike racers preparing to take to the track.*





TRACK IS RELATIVELY COMPACT, YET PROVIDES 225 FEET OF EXCITING RACING PER LAP WITH 55-FOOT STRAIGHT.

the driver has attached his hand controller incorrectly.

One of the track's more popular features is a variable braking system. At the driver's option, he may select heavy, light or no brakes. The precise method employed is a trade secret of the Ulmer brothers, but they say that it does not involve changing track voltage. Are the brakes effective? Well, a demonstration was conducted for MCS during which a skilled driver was relying upon heavy braking for hot lap times. A switch to light brakes without telling him promptly caused his car to jump the track at the first turn. The fact is that these brakes are especially good for competition where the new low-friction motors require some sort of retardant force for maximum average speeds.

Not in operation when we covered the Turnpike, but due for installation is a photo-electric lap counter that will read out on a wall panel. This will make for more accurate timing because it does not require a break in the track.

The high-speed figure-eight is arranged with three control stations on either side of the circuit. Banking is slightly steeper than on the road course. One turn is eight feet around, the other is more generous at 12 feet. As with the road circuit, drivers may sit on padded stools or stand. Track visibility is complete from either position.

The Turnpike sponsors a varied program of activities including a racing team called the Slot Machines which will compete at other tracks around Los Angeles. On the premises the Ulmers conduct 1/24 and 1/32 scale racing meets each week. Cars are carefully inspected to make sure they meet the class limits. They also sponsor scale clubs in order to stimulate competition.

Other events encompass a twice-monthly Miniature Indy (500 laps), night races in which the sole track illumination comes from lights on the cars, and sports car rallies of an unusual nature. The latter type of event isn't as fast as a race, but is no less competitive because drivers must perform specified driving feats

and maintain speed averages as in an actual rally.

Unlike most other commercial road courses, the Turnpike has been built without scenery. There is a twofold purpose behind this construction method. For one thing, leaving the inner areas of the track clear provides easier access to the marshal areas. But the primary theory held by the Ulmers is that their drivers, and that scenery simply detracts course is a demanding one for skilled from the business at hand, which is spirited competition.

Before opening their own track, the Ulmers were active participants in slot racing. As a consequence, they understand racing and the racer's needs. In their neatly arranged parts and accessories department, they carry a full line of equipment for the serious race fan. In addition, they custom build cars for sale.

If you're looking for keen competition and a course that will tax the skill of the finest driver, we can recommend a visit to the Turnpike.







# THE FLEXIBLE FLYER

## Here's a "Springy Thingy" That's Guaranteed to GO!

By Robert Hoepfner

**T**HE MORE INVOLVED a person becomes in any hobby or sport the more he tends to investigate all angles of it as a means of improving both performance and ability. Model car racing is no exception. The more you know about the individual characteristics of each car the better equipped you'll be to control the general performance of each car. After a lot of effort in tuning, you may come up with a winner on one track but, move over to another track and run under a different set of conditions with the same car and you may end up as "an also ran." Discouraging isn't it, but that's the way the cookie crumbles.

This situation exists in full size competition cars also. Each race course will require minor changes to obtain the maximum performance potential in every car. Such things as tire sizes, type, tread pattern and pressure have their effect as well as sway bar sizes, shock absorber settings, gear ratios and many other items.

Obviously, in our models we are limited in type and number of changes we can make, being restricted to basic gear ratios, tire size, overall weight and C.G. changes from adding or subtracting ballast.

Due to the limited amount of tuning that can be done, the basic chassis must be as efficient and adaptable to new conditions as is possible. With this thought in mind, our approach and concept on this model was directed by a somewhat different set of values. The average model car has only the tires as a means of absorbing any shock loadings due to irregularities on the track surface. Any load they are unable to absorb results in a sharp and unfavorable reaction in the entire car. Two, full working suspensions are complicated, fragile and hard to adjust, however, when properly set up, they will absorb a great deal more in the way of bumps before adverse effects are obvious in the car. Something half-way between these extremes should improve handling without adding greatly to the complexity of the assembly. A low overall weight is another factor that would be desirable to include.

The end result is the "Springy Thingy." The chassis alone is much too flexible to maintain adequate control and depends upon the body for its main stiffening. This makes the body a structural member rather than just something going along for the ride. For this reason a Revell molded body was used rather than one of the vacuum formed shells. Attaching the frame is much easier and there is less flexing in the molded item.

To obtain a degree of flexibility in the chassis required, a somewhat different approach in its design concept as well as materials used. The most commonly used items such as brass sheet or tubing could not be used since they are much too rigid for this application.

Preliminary planning indicated a side-winder motor installation if the frame was to be truly a flexible unit. The normal inline mounting distributes attach points over a much greater distance, and if the frame was to flex, this installation would either eliminate the flex or make it next to impossible to maintain proper clearance between gears. These disadvantages are eliminated in a properly designed sidewinder layout. The motor and axle become one unit, clearances are easy to maintain and mounting area to frame is concentrated in a very small area.

Finding the right combination of gear ratios, diameters and center dimension spacing can sometimes be a bother. If the ratio is good, the gears are too large, or the center distance is too little. In this case a happy compromise is available, a 32



*An undignified response to full throttle for a sports car, but it sure is an eye catcher in this position, and it's not on 18 to 24 or more volts, just a good healthy 12 volts will give this response.*

tooth 48 pitch gear for the axle brings all dimensions into line.

Piano wire of .018 diameter was eventually chosen as the material to be used in construction. It offers more than enough flexibility and yet has adequate strength to absorb the shocks of racing. It is however a very frustrating material to work with and has a mind of its own. All parts must be formed accurately and joints well bonded with no preloading to avoid a built-in twist or warp in the assembly.

To obtain a degree of rigidity with this material a semispace type frame must be used. By choice it has been kept to the bare minimum, feeling that if it proved too flexible, additional stiffening members could be added.

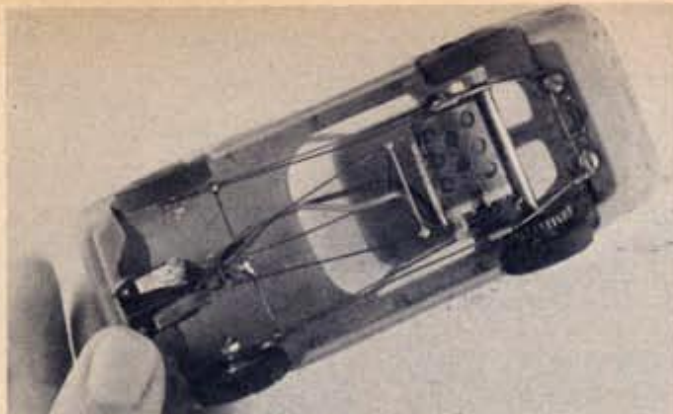
A jig is mandatory to maintain anything like proper alignment between components. The one used is about as simple as can be to make, and what little time is required is well worth the effort. On a flat piece of wood, somewhat larger than the overall dimensions of the car, lay out a center line and the axle center lines as well as the relationship of the body mounting posts to the axle centers. Since we used the Revell Stingray for our model, these dimensions could be transferred from the frame when set to the proper wheel base, eliminating a lot of layout. Two side pieces approximately  $\frac{3}{4}$ " x  $\frac{1}{2}$ " are needed as axle locators. Use core in notching them to hold axles so that center distance on both is held to the same dimension. These can now be attached to the base; keep them parallel and square. The distance between them should be held to the maximum outside tire sidewall dimension rather than the tread dimension so that the completely assembled chassis will still fit the jig. Centers for body attach points can be established from the stock frame as well as their correct height.

Now the work begins, in tying all these points together. Small pieces of sheet brass were used to provide mountings for the rear axle and motor as well as maintain a constant alignment between the two. The top and bottom edges of the sheet stock are rolled over to make a tube in which the "vee's" forming the side members can slide forward or back as required until properly aligned. Next, the back ends are bent toward each other and then to the center overlapping to form a small rectangle slightly smaller than the body retaining screw head.

A cross brace is installed at the front and performs two functions: It maintains proper spacing between side members and with a small tab soldered in the center becomes the forward body attach point. Care must be used in forming all parts they must fit and line up without tension or pressure at all points to prevent twisting when removed from jig. When this is achieved all intersecting points are tied with a single strand of motor lead wire and then soldered to form a strong joint.

Independent front wheel mounting is mandatory if full flexibility is to be maintained. This is accomplished by using a length of  $\frac{1}{8}$  inch O.D. tubing in place of a front axle. When properly wired and soldered, saw out center section. This method maintains proper alignment between sides, hard to do if short





*Not a bit of excess weight in this one. Just enough spring wire to hold everything in proper relation to each other and still allow lots of flex. The compact sidewinder drive assures that constant mesh is maintained between gears.*

lengths are used. Drill out front wheels with a #3 drill and press in two oilite bushings as used in stock rear axle installation. Slide wheels on stub axle tubes and cut off excess allowing a slight amount of side play to prevent binding. Wheels are retained by installing a 2-56 screw  $\frac{3}{8}$  inch long with a #2 washer under the head through the tube and tightening a nut on the inside.

The swing pickup is made in the same manner as the frame. Cross members hold the triangular shape and provide more than enough strength. Check the photos and you will see how the central top member is left long and is formed in a radius to bear on the top of motor to provide pressure on the guide, the proper amount can only be found by trial and error and must be adjusted with body installed.

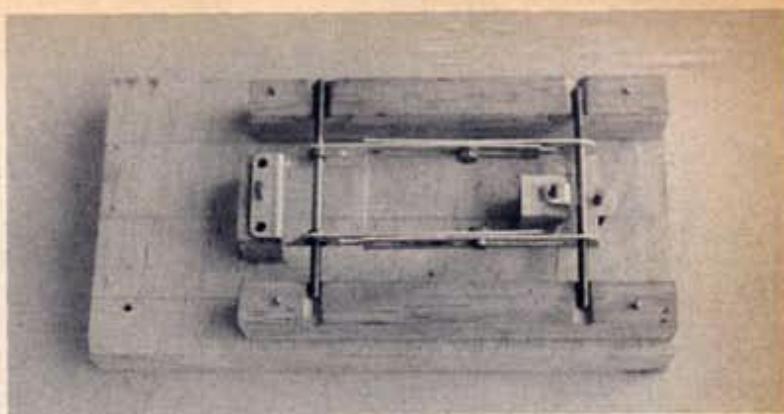
Approximately  $\frac{3}{16}$  inch will have to be trimmed from the front of body mount post for proper alignment. This is due to the frame attach point being installed higher to provide clearance for the swing pickup assembly. Other than this, body assembly and installation remain as stock.

If you have gotten this far with us, your hard work is about to be rewarded. We had more fun and a big surprise on the first track test. Everything was checked for clearance, pickup, pressure adjusted to allow front wheels to roll on track, all screws and nuts checked for tightness and then into the groove for a test run. The first few laps were at moderate speed to feel it out, all appeared OK so we punched it and what do you know it stood on its tail the full length of the straightaway! Man, you never saw wheelies like it at any drag strip. Any time you approached full throttle the front end would come up to about a 45° angle and look like it was about to take off and fly. In this extreme attitude, pressure on the pickup diminished to such an extent that deslotting would occur at times. A small amount of weight was added to the forward part of the body, to reduce the amount of wheel stand and increase pickup pressure. This improved the condition with little loss in the fun angle of seeing the front end come up as it leaps forward.

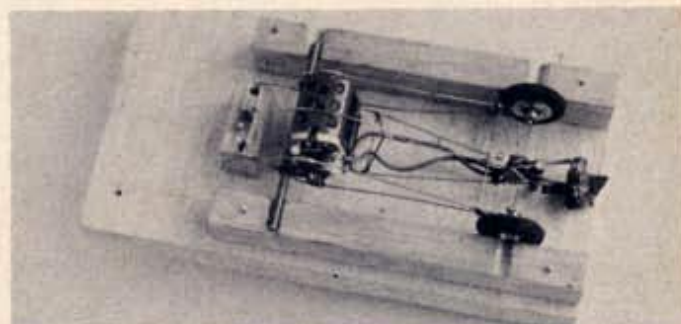
This is one model that takes some time to become accustomed to; its response is so much different than the average car. The more than average flex in the chassis as well as light overall weight (80.5 grams, or just under three ounces ready to roll) makes it a handful until you can adjust your reflexes to its behavior.

As originally set up, it was equipped with Revell Goodyear tires all around, these were found to be much too hard for its light weight, which gave a response like driving on ice. The new Revell wide-base sponge slicks were substituted and things began to settle down. However, we are still surprised by its reactions to variations in track surface and power applied.

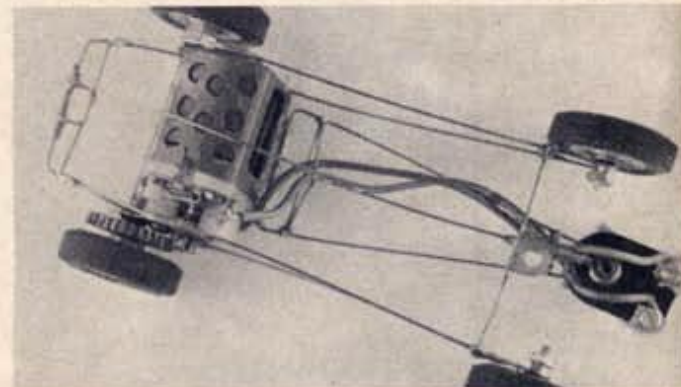
Optimum performance will require some experimenting to find the best combination of weight and tire configurations for your individual set of track conditions, when you do find them you are in for some enjoyable entertainment.



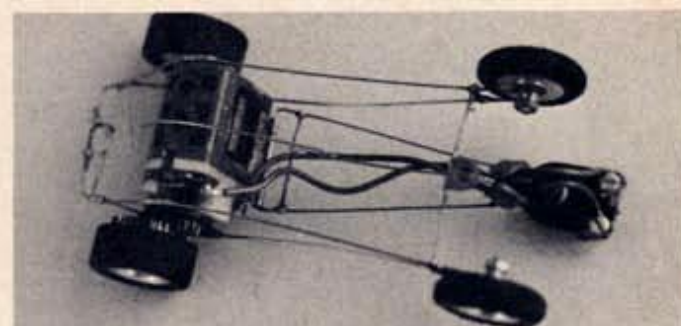
*A jig is a basic requirement of any scratch built chassis. Overall dimensions and alignment can be checked at this time, eliminating errors during construction of the frame. The Revell frame, adjusted to fit the Stingray, provides all the dimensions required except overall width. The side blocks are set to the extreme outside of the tires to maintain a tread dimension in keeping with body width.*



*All wire parts must be formed to fit and align without tension to maintain alignment when frame is removed from jig. All soldering should be completed while held in alignment in jig.*



*The complete chassis and swing pickup ready for mounting in the body. Holes were drilled in motor case to help reduce overall weight. Swing arm pivots directly from front of motor case. Pickup shoe is a Revell item.*



*Two changes dictated by track testing were a softer rear tire and more pressure on the pickup. The original Revell Goodyear tires were replaced with their new wide-base wheel and soft sponge slick, and a small strip of lead was added to the pickup arm to improve contact pressure.*





# INSTALL WHEEL BEARINGS on your Revell Chassis

By Raymond E. Hoy

**F**OR SOME OBSCURE REASON, manufacturers of chassis kits do not supply bearings for the front axle of their car. Revell, and also the newly released Monogram series, have excellent, oilite bearings installed in the rear of their fine kits, but neither of them supply them for the front.

I have tried to install bearings in the front of the Monogram chassis, (1/32) but the vertical tabs which support the front axle, do not have enough "meat" on them to allow any drilling. I have installed bearings all-around on the Revell chassis, however.

Just about anybody who has ever done much work on metal can tell you what a difficult job it is to drill a round hole in this sheet metal, no matter how expensive the equipment is that you are using. It usually comes

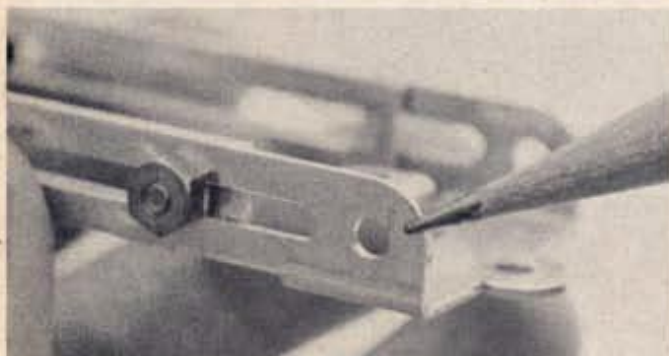
out as a three-cornered hole, no matter how tightly you clamp the sheet metal down, and how sharp your drill bit is. This is not too much of a problem, in our particular installation, however, as there is a shoulder on the 1/4" oilite bearing that I used to cover up any irregularities in the drilled hole. Careful hand filing with a round file will cure the small oval shape of the newly drilled hole, and allow the bearings to fit up squarely against the frame side. I used standard oilite bearings that fit into a 1/4" hole, which I purchased from Kemtron.

Start out by disassembling the Revell chassis, and removing the small, 7/32 inch rear bearings that are supplied

with the kit. I decided that if the rear bearings ever needed replacing, it would be easier to find 1/4" bearings, than the 7/32 inch size.

Bore 1/4" holes front and rear. Carefully round and enlarge the holes slightly with a round file, and use a spot of epoxy on the shoulder of each bearing, and place snugly up against the frame sides and let dry, but only after you have placed an axle in the front and rear to check bearing alignment.

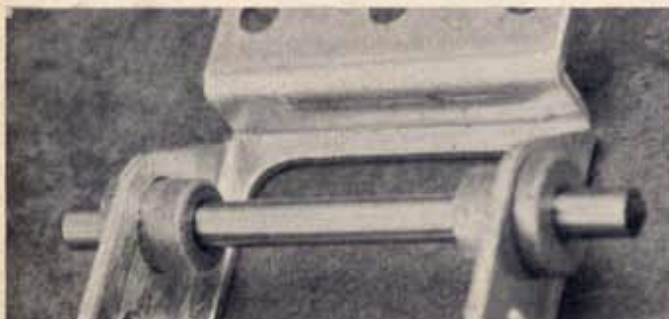
After the epoxy is dry, assemble the chassis in the usual manner and go out and run your chassis and notice how much quieter and smoother it runs.



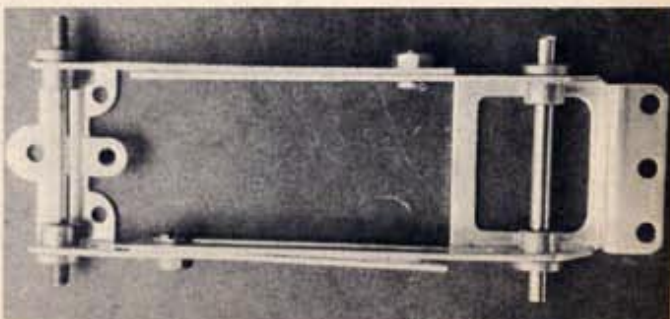
STOCK REVELL AXLE HOLE OFFERS VIRTUALLY NO BEARING SUPPORT.



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# BODY MOUNTING MADE EASY

By Raymond E. Hoy



*General Electric Bathtub Seal can be found in most hardware and variety stores. Once you've used it on your cars, you'll find a number of other applications around the house.*

*The tough, flexible white silicone rubber sealer is applied generously to the chassis-mounted body blocks.*



*Be very careful to make sure that the sealer does not spill into the motor or any of the other moving parts.*

*Developed for missiles and space capsules, this silicone rubber will bond to plastic, metal and fiberglass. Once the sealer has "set", the body will be securely held for the life of the car.*

**M**OUNTING A BODY to the chassis on a slot car has always been a problem, especially on a scratch built car. If the body is mounted too solidly to the frame it will sometimes cause strange handling

on a car that requires a certain flexibility in its chassis for good cornering. Also, certain types of plastic bodies splinter easily if they are too solidly mounted, during a hard roll-over.

I have discovered a radical method of attaching plastic or fiberglass bodies to any frame, be it commercially made or scratch-built. There is a new product on the market by General Electric, that is used to seal around the edge of bathtubs. It is guaranteed not to dry out for ten years, and comes in a tube. The price for a large tube of this material, enough to do far more slot cars than you could afford to buy, is under a dollar.

Some hand fitting is necessary, of course, for any body installation. Take two small balsa blocks of wood, and screw or glue one down at each end of the chassis. Set the body over the frame until they rest on these two wood blocks. If the body is too high on the chassis, trim some of the top off the wood blocks, and if the body sets too

low, add a small balsa shim, one at a time, until you have the body at just the right height.

Now, take the body off and place it aside. Take the GE bathtub sealer and squeeze a generous amount on top of each wood block, and also some under the body shell where it meets the wood block. Carefully press the body down over the chassis until you get it where you want it. Make final adjustments. When the sealer "sets" slightly, you are ready to race.

You must realize what kind of body mounting you have however. It is not as solid as screws, or anything of that sort. When you pick your car up, I advise that you pick it up by the wheels, and not the body. Your body might even come off on a hard rollover, but it will never crack, and if it does come off, you can set it back on the chassis in a split second. It fits solidly enough for ordinary purposes and does not wobble around except for an over-the-fence type of wreck. If you're that bad a driver, perhaps you should buy a steel bodied car anyway.

The frequency of the chassis will not be upset by this type body mount, either. The chassis will run much quieter than if the body were solidly mounted to the frame. You will never be able to mount a body faster or easier than with a tube of GE bathtub sealer. Try it.



*For best results with clear plastic bodies, do your painting after the body has been installed and has "set".*





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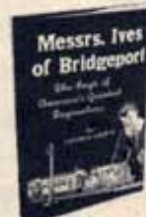
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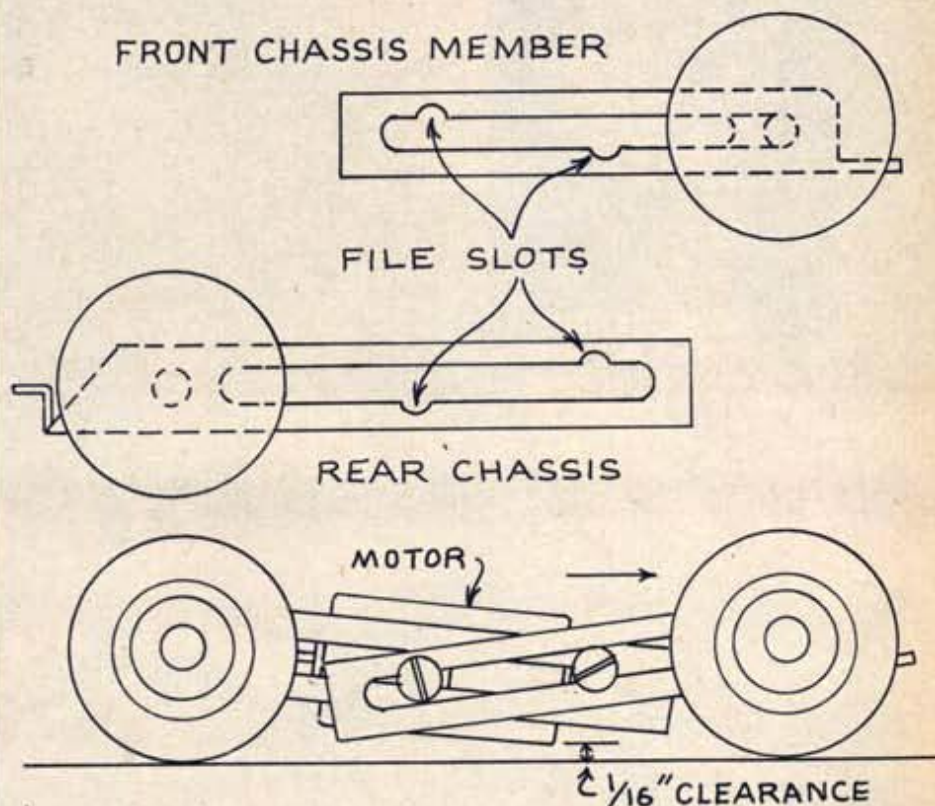
Work Shop  
NEW IDEAS IN RACING MODIFICATIONS

## LOW CENTER of GRAVITY

By George Siposs

To lower the center of gravity of Revell cars, file slots into the chassis members as shown on the diagrams. When the chassis is assembled, the screws slide into the slots and permit

the motor to be lowered. Since the motor makes up the majority of the weight, it is to your advantage to have it as low (close to the track) as possible. The final clearances should be approximately 1/16 inch.



TWO CHASSIS HALVES MEET AT AN ANGLE

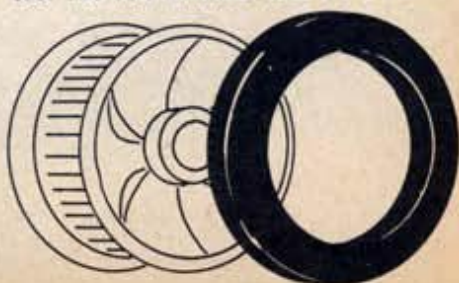
## RACING TIRES – FOUR FOR A DIME!

By Raymond E. Hoy

Those of you who live in areas where all cars run the slim, motorcycle type tires on the front, and fat spongies on the rear, will find this tip well worth your reading time.

Take your front wheels and walk into the nearest hardware store and ask to see their faucet gaskets. These are hard rubber "O" rings, in various sizes. Simply search through them until you find the right diameter to slip over your front wheels, (it shouldn't slip on too easily) and you will have found the cheapest front tires possible.

These hard rubber "O" rings will not move around on the wheel, as there is no side loading on the front wheels, and they wear forever. You'll like the price too. The cost on mine: four for a dime!



MODEL CAR SCIENCE

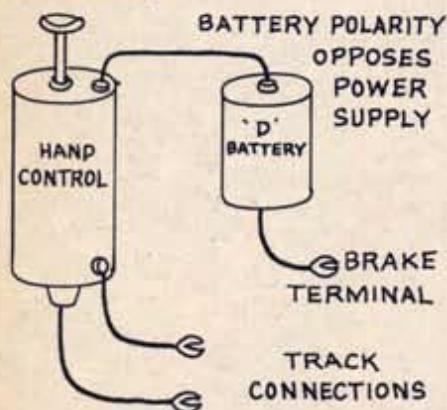


# POWER BRAKES

By George Siposs

I found that some motors, especially Mabuchi, behave very poorly under braking conditions. Dynamic braking (i.e. when the track is shorted out) should decrease the speed of any car very rapidly. A Lotus Elite I had built around a Mabuchi motor took approximately four feet to come to a halt from full speed when the power was disconnected. With dynamic braking this braking distance decreased to approximately two feet, still a considerable distance. The system described below improved the situation, the car stops in less than a foot now.

Take a standard 1.5 volt "D" battery and solder 6-inch wires to its terminals. Simply interpose the battery in your braking circuit by disconnecting the brake lead (alligator clip) from the brake terminal post on the track and connect the battery between the clip and the terminal. Make sure that the battery polarity is opposite to that of the car and track. You can check this by reversing the battery leads and noting the difference. In one position the brake will come on real strong while if incorrectly connected, braking will be worse than dynamic braking alone. For more efficiency braking action you can use two batteries in series to add up to 3 volts reverse voltage.

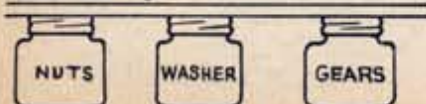


# PARTS

By George Siposs

When your small parts are all mixed up in your tool box, don't you wish you could keep them separated in groups? Here is an easy solution to the problem.

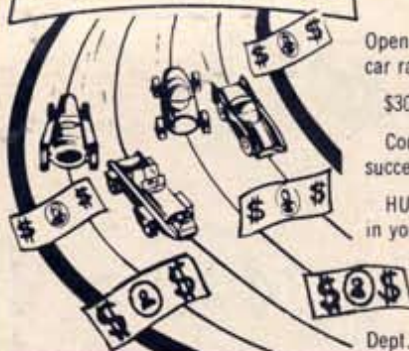
Take instant coffee or baby food jars wash them and soak off the labels. Nail the metal caps to the underside of one of the shelves in your workshop. Put the parts in the jars and put the jars under the caps.



DECEMBER 1964

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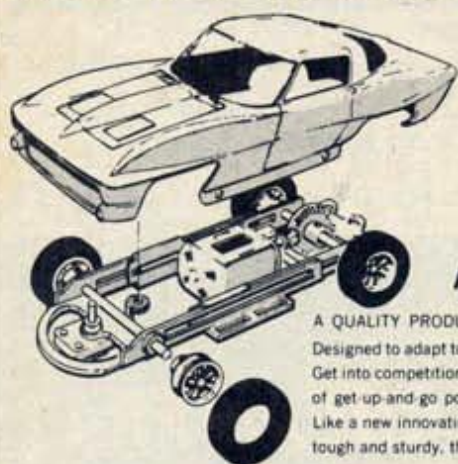
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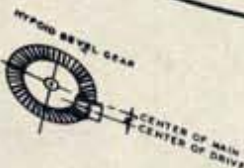
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# **Dynamic News**

THE "WORD" FROM DYNAMIC MODELS

Vol. 1, No. 1

Van Nuys, California

December, 1964

## **DYNAMIC MODELS' MODEL RACE CAR ACCESSORIES LEAD THE FIELD IN FEATURES, VALUE AND VERSATILITY**

The following features explain why Dynamic Models' growing line of "modeler tested" slot car accessories are growing to be the most popular in the field today:

### **Lightweight CHASSIS**



DynaMite Chassis are the only chassis on the market made of high-grade cast aluminum. Cast aluminum is used because of its low density and therefore, light weight. However, lead weights are provided if needed for your racing.

### **Strength**

DynaMite Chassis frames are as rugged as you can find...and the strength is where it counts. Bearings will not twist out of alignment; motors will not twist under load; gears will maintain their set position.

### **Ease of Assembly or Adjustment**

No need to solder. One or two screws control assembly and length adjustment. Extra tapped holes provided to assemble body mounting bars, etc. However, a brass tongue is now provided for the modeler who desires to solder mounts or other accessories.



### **Versatile**

The growing line of DynaMite Chassis allow for easy mounting of all popular motors — *Mabuchi*, *Pittman*, *Revell*, *Tradeship* and *Tyco*. More mounts are coming for other motors that will be completely interchangeable with any DynaMite components you now have.

Experiment with interchangeable front ends, including rigid 1/8" axle (Plain or with roller bearings); 1/16" wire front axle and independent 1/8" axles.

A drop flag is now also available for use on any DynaMite Chassis. Try this for improved performance.

### **Economy**

DynaMite Chassis are the best value on the market today. Also, if you want to change motors you don't need to buy a complete chassis — just buy the motor mount you need and use with your present accessories.

### **NEW SLICK TIRES NOW ON MARKET**



Due to the tremendous variation in track configuration, surface, angle of track banks, car weights and many other factors, we have found a need for various formulas of sponge rubber in our slick tires.

Therefore, you can now buy Dynamic Models 1/32 and 1/24 scale slicks in either soft sponge, medium sponge or firm sponge. Experiment with your cars and track to find the one best for you. (They're low priced too!)

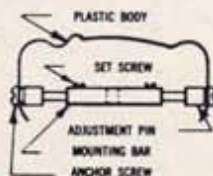
### **REVERSE RIM CUSTOM WHEELS LOWEST PRICED AND BEST ON THE MARKET**



Like all Dynamic Models products, we guarantee these low priced 1/32 and 1/24 scale wheels (priced \$.49 a pair) to run as true as any on the market.

We will replace any Dynamic Model product found defective. Just return to factory for exchange.

### **DYNAMIC ACCESSORIES MOST POPULAR IN FIELD**



Body mounts provide an easy method for fastening your body to your D. M. or other chassis.

Have you tried a Dynamic guide flag? Only \$.39 each with either a 1/8" or 3/16" post; braid, screws and retainer. Ready to win.



Knock-off nuts (2 or 3 prong) are only \$.59 for a set of four. (Repeat — 4, not 2) and a wrench is available for tightening both 2 and 3 prong nuts.

Wide range of popular hardware items now available from Dynamic Models.

Ask your nearest hobby dealer to show you the spacers, collars, axle retainers, extra guide flag braid (tinned and punched) and many other items now available at low, low prices.



### **New chrome plated Mag Wheels from Dynamic!**

Dynamic's popular aluminum mags are now available with chrome plate that really sparkles, and these wheels are light!

If you don't yet feel the need for Dynamic Models' precision ground axles, we also make low cost axles in all popular lengths.

For a real value in car accessories, see Dynamic's Rolling Frames at your hobby dealer. Save more than \$1.00 over buying these components as separate items.



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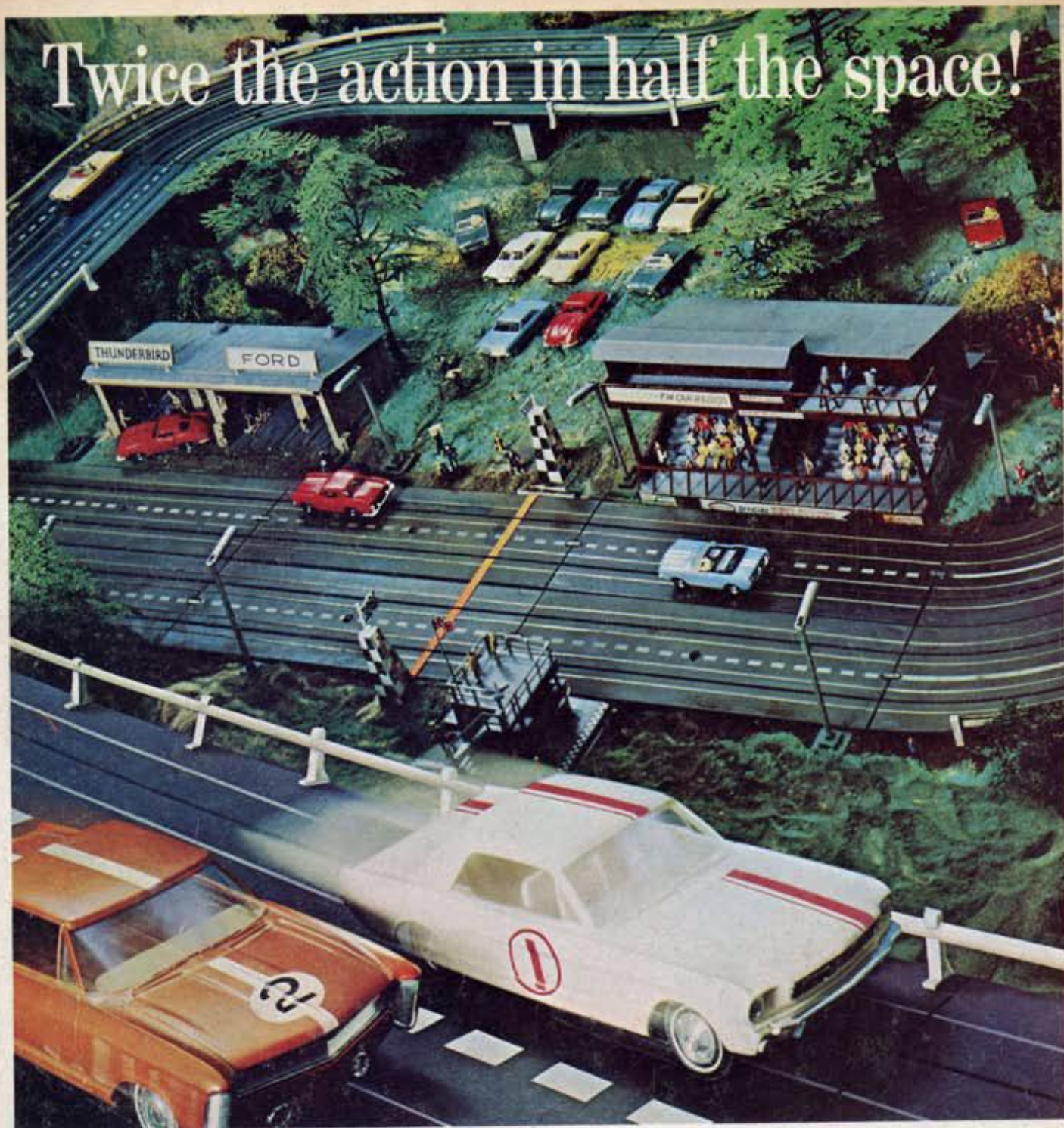
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